

BUSINESS

# AIR TRANSPORTATION

Vol. 27, No. 4

THE AIR MAGAZINE FOR THE BUSINESS EXECUTIVE

OCTOBER, 1955



1945  
H. J. SYMINGTON  
(*Trans-Canada*)  
Canada



1946  
DR. AFEZ AFIFI  
(*Misrair*)  
Egypt



1947  
DR. J. BENTO RIBEIRO DANTAS  
(*Cruzeiro*)  
Brazil



1948  
GILBERT PERIER  
(*Sabena*)  
Belgium



1949  
DR. ALBERT PLESMAN  
(*KLM*)  
Netherlands



1950  
WARREN LEE PIERSON  
(*TWA*)  
United States



1951  
SIR MILES THOMAS  
(*BOAC*)  
Great Britain



1952  
DR. WALTER BERCHTOLD  
(*Swissair*)  
Switzerland



1953  
GORDON R. MCGREGOR  
(*Trans-Canada*)  
Canada



1954  
MAX HYMANS  
(*Air France*)  
France



1955  
JUAN T. TRIPPE  
(*Pan American*)  
United States

A decade of presidents of the International Air Transport Association, world airline organization. IATA's tenth annual General Meeting will convene in New York this month, with Juan T. Trippe beginning the organization's second decade.



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## CONTENTS

### FEATURE ARTICLES

IATA and the Cargo Market ..... 12  
By John Branner

Victory for the Domestic Air Freight Forwarder ..... 13

### DEPARTMENTS

Air Commerce .....	6	IATA .....	11
Air Charters .....	8	Let's Consult the Air Shipper.....	16
Air Freight Forwarders .....	8	Live Cargo .....	34
Air Shipping Rates .....	26	Military Freight .....	34
Airports .....	9	Opinion .....	34
Civil Aeronautics Board .....	10	Rates .....	11
Come'n' Get It .....	24	Services .....	11
Congratulations .....	11	Time Out For A Chat .....	14

### ADVERTISERS

ASA International Airlines .....	8	Lockheed .....	3
Air Express International .....	27, 29, 31, 33	Lufthansa German Airlines .....	10
Air France .....	9	Mohawk Business Machines .....	19
Air-Sea Forwarders .....	20	H. G. Ollendorf .....	20
Air Shippers' Manual .....	10	Pan American Grace Airways .....	18
Airline Supply Co. ....	20	Pan American World Airways .....	4
Airwork Atlantic .....	11	Parker & Co. ....	18
Avianca .....	21	Peerless Radio Distributors .....	20
Aviation International Corp. ....	20	Pitney-Bowes .....	2nd & 3rd Covers
British Overseas Airways Corp. ....	17	QANTAS .....	7
Delta C&S Air Lines .....	21	RANSA Airlines .....	17
Empire Foreign Air Forwarders .....	20	Riddle Airlines .....	19
Hansel, Bruckman & Lorbricker .....	18	Sabena .....	11
Japan Air Lines .....	9	Seaboard & Western Airlines .....	7
KLM Royal Dutch Airlines .....	4th Cover	Swissair .....	8
LAI Italian Airlines .....	19	TAN Airlines .....	17

Net circulation of this issue (not including distribution to advertising agencies, advertising prospects, public relations firms, newspapers, and magazines; special distributions for promotional purposes; and cash sales) totals 8,041 copies. Gross circulation is more than 8,650 copies. This issue will be received by a minimum of

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65 vice presidents	18 insurance firms
45 secretaries; treasurers; comptrollers	88 trade organizations
584 freight forwarders	212 Federal, state and city government departments
441 export-import managers; export-import merchants	96 educational institutions and students
391 purchasing agents	64 business and public libraries
1,005 aviation department heads of commercial and industrial firms	49 foreign governments
128 general and sales managers	53 aircraft and aircraft equipment manufacturers
225 shippers awaiting sub-classification	22 miscellaneous

The most recent study of *Air Transportation's* circulation has shown a pass-along of each issue to 3.45 persons, or a total readership of 4.45 persons per copy. On this basis, this issue of *Air Transportation* will be read by a minimum of 38,493 persons. The latter figure does not include readers not classified under "net circulation."

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VOL. 27

OCTOBER, 1955

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## NEW YORK'S HELIPORT IDEAS



In the foreground, situated on Manhattan's North River, are the city-proposed freight terminal, the roof of which Commissioner Vincent A. G. O'Connor would convert into a heliport; and the Port of New York Authority's idea of its heliport envisioned for 1960. The Port Authority would build a considerably smaller temporary heliport at first, gaining experience and operating information prior to expansion. The heliport proposed by John F. Budd as long ago as 1945 would have taken advantage of a roof over the still exposed tracks of the Pennsylvania Railroad adjacent to the General Post Office. A ramp would have led down to the site of the city-proposed freight terminal. (See Page 9 for details.)

## British Air Shippers Seek Better Facilities

LONDON—Because shipping methods developed centuries ago are used at airports, international traders, airlines, and various organizations interested in foreign trade are asking the British Customs and Excise Department to interest itself in providing better air freight facilities.

## Riddle Isla Verde Offices in Operation

SAN JUAN—Orlando Torres, regional vice president (Puerto Rico) of Riddle Airlines, reports that company offices and warehouse recently moved to the new Isla Verde Airport are in full operation. Riddle has a staff of 22 persons in its San Juan office, in addition to 13 others located in Arecibo, Ponce, and Mayaguez.

## Avianca Ups Cargo Space Reservations

NEW YORK—Miguel Pombo, Avianca's regional manager here, reports that shippers may reserve cargo space up to 1,100 pounds on flights between cities in Colombia, at no extra cost. The airline's scheduled all-cargo flight from New York now departs from Idlewild at 3 p.m. every Sunday. Stops are at Kingston, Barranquilla, and Bogota.

## Austrian Airline Is Called Likely

LONDON—According to reports, Austria will inaugurate its first postwar airline within the next year or year-and-a-half. A group of five former Luftwaffe pilots is now in training in London. The airline-to-be will operate West European services initially.

## Pan Am Adds 5th All-Cargo Flight

NEW YORK—A Friday all-cargo flight from New York to Europe has been added to Pan American World Airways' Saturday, Tuesday, Wednesday, and Thursday 6 a.m. flights. The Friday freight flight departs at the same hour. Pan Am's airfreighters serve the European cities of Shannon, London, Brussels, Amsterdam, Frankfurt, Hamburg, Nuremberg, and Stuttgart. On Eastbound flights, flag stops are made at Boston.

## Seaboard Completes Dew Line Contract

NEW YORK—Its 120-day contract with Boreal Airways of Montreal in support of the Dew Line Airlift has been completed by Seaboard & Western Airlines, recently certificated transatlantic all-cargo carrier. Dew Line is operated by Canadian air carriers hauling supplies to Northern Canada for the construction of a radar aircraft warning network. In its DC-4 participation, Seaboard also operated two tanker planes, the first time aircraft have been used commercially for this purpose.

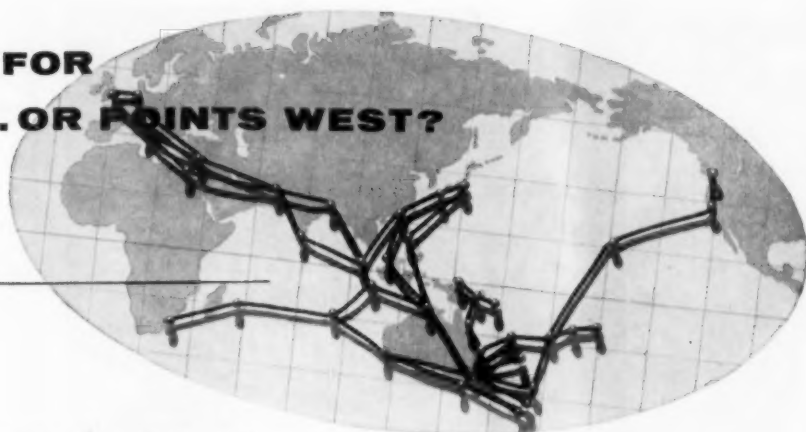
## KLM and Ceylon To Form New Airline

COLOMBO—The Government of Ceylon and KLM Royal Dutch Airlines have reached agreement for the establishment of a new international air service. The pact will have to be finalized by the Ceylon Cabinet and the KLM board. First reports say that a service will be operated between London and Japan, via Colombo, with a route branching out to Australia. Also proposed is a route serving South-east Asia, operating into India, Burma, Thailand, and Singapore.

## Air Exchange Close To Final Decision

WASHINGTON, D. C.—Final oral argument before the Civil Aeronautics Board in the Commercial Charter Exchange Case was scheduled for September 28. It was expected that argument would be completed before the month was out. The establishment of a commercial air exchange for passenger groups and cargo was recommended several months ago by a CAB examiner (see August, 1955 AT).

## AIR FREIGHT FOR AUSTRALIA...OR POINTS WEST?



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## Air Charters

From England we hear that after a slow period enquiries in the air charter market are brisk again. Last month, more two- and four-engined equipment were available, making possible offers for long hauls. Passenger charters still dominate the market, but there has been a fair number of cargo operations, including placeload flights of animals, textiles, and medical supplies.

## Air Freight Forwarders

**Air Express International Corp.:** Taking its cue from the recent action of IATA which brought new low tariffs for cargo flown over the North Atlantic, AEI has produced its own new tariff which, according to Charles L. Gallo, president, "provides even lower rates and makes startling innovations in all air freight categories for the benefit of shippers. The more-than-125 page tariff includes over 50,000 rates to every key point in the world. The tariff is reputed to be the most extensive anywhere, including the airlines. Gallo, who issued the announcement at a party at AEI headquarters in New York, stated that his company now is the world's largest air freight expeditor and forwarder, with a network more extensive than any direct or indirect carrier. He said:

"The new tariff will provide through rates for the complete domestic and overseas movement of air cargo shipments. These in some instances are actually lower than any other transportation combination: air and air, or even air and water, rail or truck. Not only has the list of products eligible for the lower specific commodity rates been greatly extended but any product on the list is entitled to this rate when consigned to more than 60 world centers—practically every key transatlantic destination. I make this point because, while our specific commodity list is identical with that of the IATA carriers, those carriers do not apply the specific commodity rates to every product for every one of these 60 destinations. In fact, for some destinations, only one commodity will be eligible under the IATA tariff. Other commodities on the list, for that particular destination, therefore, will travel under the much higher general commodity classification. The savings to AEI shippers in these instances, understandably, will be far greater. In other words, the shipper moving his air freight under the IATA tariff will pay the airline the full non-specific rate; moving the same airfreight via AEI he will be entitled to the far lower specific commodity rate we apply. AEI now has more specific commodity rates to more destinations than any other carrier.

"Also, under the new tariff, the minimum weight for a shipment qualifying for the specific commodity classification has been dropped to 25 pounds. Our previous minimum of 50 pounds was unprecedented; we have gone a step further in establishing the 25-pound minimum. Neither the 25- or 50-pound minimums are available from any other carrier. Since surveys show a great percentage of shipments in this weight group are moved by air, large additional savings will be possible for a great number of shippers. This



is another step in our campaign to bring the benefits of air freight to new users daily, and to permit those now using air freight for some shipments to use it more widely. Concurrent with the new tariff, we shall be adding nine more cities on the Capital Airlines network to the list of cities served by the agreements between AEI and the domestic airlines. Under these agreements, United Air Lines, Mohawk Airlines and Capital Airlines become agents for AEI in the acceptance of foreign air freight. In some 77 cities of the United States, shippers merely call the local offices of these airlines to secure through service and rates to any key world destination. The overseas flights, as always, move on a daily or earliest-flight basis via scheduled direct air carrier.

"Although we publish through rates to more than 300 destinations at which we have branch offices or managing agencies, our deliveries are not limited to these points. They are merely the recognized distribution centers in their respective countries. From them we are prepared to expedite shipments via air or other carriers to practically any destination in the world."

**Airborne Flower & Freight Traffic, Inc.:** The company is handling the expediting of Cymbidium Orchid blooms which are being shipped into the United States via Pan Am by G. Mitchell Company, Kogarah, Australia. Wholesale value of these blooms is approximately \$2 each, and as much as \$1,000 has been paid for one bulb. Each day there is to be a shipment of orchids, Airborne receives a telegram in code from Sydney. When the cartons arrive in San Francisco, labels in code on the outside give Airborne personnel the name, address, and number of boxes to be forwarded to each consignee. The cartons are then transferred to other airlines for shipment to hundreds of different florists throughout the United States. Volume of shipments in three weeks has increased from three to 50 cartons a week. According to Airborne officials, volume is expected to exceed 100,000 blooms before the season ends.

**Barnett International Forwarders, Inc.:** William Barnett, president, recently sailed on a six-week business trip which will take him to England and several countries in Western Europe. He expects to conduct a number of meetings with his company's European agents, as well as to visit many of his customers abroad. He is due to return next month.

**Emery Air Freight Corp.:** Common stock of Emery has been admitted to trading on the American Stock Exchange.

## Airports

The Port of New York Authority's proposal to conduct helicopter operations on the bulkhead near the West Side Highway at West 30th Street, New York, was rejected by Vincent A. G. O'Connor on the basis that operations there would be "fraught with peril." He suggested, instead, that helicopter operations be conducted on a specially constructed rooftop in a freight terminal proposed for the same locations. As a result of the disagreement, Commissioner O'Connor has submitted the two heliport proposals to the Board of Estimate for future consideration.

According to the Authority, it has been long ready to provide a 100' x 400' temporary heliport (cost, \$50,000) that would

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be ready for use by New York Airways within 30 days. Operation of the heliport would provide experience and operating information, the bi-state agency pointed out, and this would act as a guide to the construction of a permanent Manhattan heliport at some \$5 million. Target date is approximately 1960.

Ten years ago, John F. Budd, publisher of AIR TRANSPORTATION, proposed the construction of a heliport at almost the same site. Budd's suggestion, widely publicized at the time, called for roofing the exposed Pennsylvania Railroad tracks a few blocks north and adjacent to the General Post Office. A ramp would have led down to the riverfront at the precise spot where the city-proposed freight terminal would be situated. (See picture on Page 6.)

Secretary of Commerce Sinclair Weeks announced a list of 205 grants to be made to communities for airport construction or improvement during the fiscal year 1956.

Seattle-Tacoma International Airport reports July freight handlings of 2,655,402 pounds as compared with 2,496,134 pounds in the same month a year ago. Express also was higher—200,473 pounds as against 197,193 pounds.

### **Civil Aeronautics Board**

Additional and improved service has been authorized in the New York-Chicago area. Affected air carriers are Capital, Northwest, TWA, United, and Eastern. The CAB has made possible new nonstop and turn-around services between various cities, as well as more convenient and expedited service from this area to points on the routes of the five airlines. This is what the Board ruling means to each carrier:

► **Capital:** Authorized to provide unrestricted service between New York, on the one hand, and Detroit, Pittsburgh, Chicago, and Toledo, on the other hand. The City-of-Philadelphia will receive improved service as a result of new authorizations for United and Capital. By removing United's restriction United can now operate turnaround service between Philadelphia and Detroit. The Board also added Philadelphia to Capital's Routes 14 and 55, thus providing a new competitive service between Philadelphia and Cleveland, Detroit, and other Michigan cities. Buffalo and Rochester added to Capital's Route 14 as intermediate points between Detroit and New York.

► **TWA:** Detroit added to the airline's transcontinental route as an intermediate point between New York and Chicago, subject to certain long-haul restrictions.

► **Northwest:** Authorized to operate unrestricted service between New York and Detroit, and Chicago added as an intermediate point on Northwest's New York-Seattle transcontinental route, subject to a long-haul restriction.

► **United:** The restriction prohibiting service to Fort Wayne on flights serving Detroit or Toledo is eliminated.

► **Eastern:** The closed-door restriction prohibiting the airline from carrying local traffic between Pittsburgh and Akron, Cleveland, and Detroit removed and a long-haul restriction substituted pending final decision on Northwest's proposal to remove certain restrictions on its route between Detroit, Cleveland, and Pittsburgh.

Eastern, American, and TWA have

been authorized to operate nonstop service between Louisville and New York.

**Pan Am** has received permanent certification to fly nonstop between New York and Ciudad Trujillo. The Board also has renewed the carrier's authority for air service between Los Angeles and Guatemala City for another five years.

### Rates

**United:** Rates on hatching eggs, flown from the Pacific Coast to Chicago and points East, have been cut 12% to 47%. Points of origin affected: San Diego, Long Beach, Los Angeles, Visalia, Merced, Modesto, Stockton, San Francisco, Oakland, Sacramento, Portland, Seattle, Tacoma, Pendleton.

### Services

**Airwork Atlantic:** Airfreighter service has been opened between New York and Birmingham, England. Connections are at Manchester and London, lopping off 12 hours from the usual time required for the movement of air cargo to and from Birmingham.

**Los Angeles Airways:** Scheduled helicopter service has been inaugurated between Los Angeles and Riverside. There are three flights a day.

**Pan Am:** This month the airline inaugurates nonstop service between New York and Ciudad Trujillo, reducing flying time from nine to six hours.

**Panagra:** DC-7B Inter Americano flights between Miami and Buenos Aires have been increased from three to five a week. Flights leave Miami at 9:30 p. m. on Monday, Wednesday, Thursday, Saturday; 10 p. m. on Sunday.

**TWA:** Direct one-plane service connecting Houston and Dallas with Las Vegas and West Coast points has been inaugurated. Daily flights.

### International Air Transport Association

**Middle East Airlines Company, S. A.** has become an active member of IATA. The Beirut-based carrier operates to Cyprus, Egypt, Iraq, Jordan, and Saudi Arabia.

Usually reliable sources report to AIR TRANSPORTATION that the recently certificated Seaboard & Western Airlines is on the verge of becoming IATA's 75th member company.

### Congratulations

#### United States Airlines

**Bonanza:** William J. Mitchell (ex-Allegheeny) appointed vice president-traffic and sales.

**Flying Tiger:** Frank Lynott, (ex-Slick and Pan Am), formerly director of freight operations for FTL, named vice president-freight operations . . . John Higgins (ex-Slick) upped to assistant vice president-sales from director of sales.

**Northwest:** Charles Hagedorn (ex-Philippine) now with NWA as sales representative in Washington, D. C.

(Concluded on Page 25)

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This month the International Air Transport Association convenes its Tenth Annual General Meeting. What has this fabulous organization of 74 international airlines in every part of the world meant to the shipper? What is it doing to reduce the elapsed time between acceptance and final delivery of air shipments? What changes have been wrought since World War II? What problems still face the carriers and shippers even though cargo ton-kilometers flown by the IATA airlines increased 1,000% since 1945? We invite you to read this interesting appraisal of the postwar era's first decade.

# IATA and The Cargo Market

By JOHN BRANCKER

*Traffic Director*

*International Air Transport Association*

IT would be wrong, I think, to study any particular period in the history of an industry entirely out of context. Before saying what has happened in the last 10 years to the development of air cargo, therefore, it might be wise to glance at least at what did in fact happen before.

International air cargo has been moving since 1919. The flow was naturally very small to start with, but the first mere trickle had become a rapidly growing stream by the time of World War II. Generally speaking, however, the commodities travelling by air could have been broadly labelled as either "special" or "peculiar." It was, in fact, quite exceptional for goods to be sent long distances in this manner, which was understandable, considering the novelty of air transport and the relatively high rates in force. There were, however, certain stable commodities, such as newspapers, fresh flowers, etc., which were beginning to move both regularly and in appreciable quantities, and although the idea of all-cargo services seemed remote, except in very special circumstances, their future development did seem to be something which was bound eventually to occur. The stage, in fact, was set, but the play had hardly begun.

Under the impact of war, transport by air received a tremendous impetus. Troops were moved, armies were provisioned, campaigns were launched, and towns were fed by means of transport—in certain circumstances by air trans-



John Brancker

port only. The ordinary member of the public, whether in uniform or out of it, was suddenly brought to realize that air transport was not only for the wealthy passenger or the surcharged letter. It represented, in fact, the movement of all the ordinary things of life: clothing, food, fuel, machinery, and commodities, which until then had moved quietly and almost anonymously by rail and sea. The war made it clear that transport by air was in essence nothing special, but simply a means of transport which could carry on when the more orthodox methods were either impractical or impossible.

The 10 years which we are considering really began at the end of the war, and they started, of course, in essentially unnatural conditions. Many people are, I know, somewhat disappointed in the progress which has been made in those 10 years, but let us for a moment look at the figures themselves.

In 1945, the scheduled airlines performed 8,200 million passenger-kilometres, as against 52,500 million passenger-kilometres in 1954. This represents an increase of something over 650%. In 1945, cargo operations totalled 130 million tonne-kilometres; while in 1954 the figure was 1,108 million tonne-kilometres. This represents an increase of 1,000%—and I feel that 1,000% increase in 10 years is progress of no mean order.

The reasons why the airlines have not progressed even faster are not far to seek. Economically the operation of air transport as such, even for passengers and mail, was essentially a marginal proposition. The prospects of even modest profit from the movement of passengers and mail were definitely rather more rosy than those which seemed probable from the movement of cargo. While shipments of specialized freight needed for reconstruction and relief were plentiful, these did not represent the ordinary flow of world trade and could not be depended upon as a steady source of future revenue. The regular movement of goods internationally had been almost entirely

*(Continued on Page 20)*

# VICTORY for the Domestic Air Freight Forwarder

**L**ATE last month, the Civil Aeronautics Board renewed "for an indefinite period" the operating authority of domestic air freight forwarders who participated in the Domestic Air Freight Forwarder Case. It said that the present operating authority should continue for the following reasons:

- ▶ There is "substantial and increasing use" of air freight forwarding by the shipping public.

- ▶ There is no federal subsidy of forwarder operations.

- ▶ Shippers benefit through lower rates.

- ▶ The airlines are served through "solicitation and advertising by forwarders which stimulate the development of air freight."

## Joint Rates

As for the important question of joint forwarder-airline rates, the CAB said that agreements filed under Section 412 of the Civil Aeronautics Act between air freight forwarders and air carriers which in effect provide for rate differentials in favor of forwarders as compared to ordinary shippers, would not be illegal and therefore would not be disapproved on the sole ground that rates to forwarders are lower than those for shipments of like bulk to ordinary shippers. Such agreements, the Board said, may be okayed if the differential is commensurate with benefits obtained by the air carriers from the advertising and solicitation activities of the forwarders, provided such pacts by their terms are available to other forwarders and airlines on equal terms, and will not become effective in advance of CAB approval.

The Board held that applicants for forwarder authorizations would not be required to show public need as a condition precedent to such authorization. Further, a showing of fitness by applicants does not require a mandatory public hearing. The Board said that when it can protect the public by determining an applicant's fitness without hearing, the requirement for hearing in each case would impede freedom of entry into air freight forwarding. It

also found that no showing as to proof of minimum financial net worth in any prescribed amount is necessary, pointing to the fact that forwarder operations can be started with small capital investment.

## Insurance

The amount of insurance coverage was increased fivefold—from \$2,000 to \$10,000. Such insurance is to protect shippers against loss or damage to shipments.

Cooperative shippers' associations should be granted indirect air carrier authorizations for an indefinite period, the Board said—this on the grounds that "it appears that the same public benefits which arise from the consolidation of air freight shipments by commercial forwarders will, in large measure, flow from the authorization of cooperative shippers' associations to perform similar consolidations." These groups will be subjected to minimum regulation; they will be required to submit periodic operational reports to the Board.

Air Cargo, Inc.'s application for freight forwarder authorization was denied. ACI is controlled by the scheduled airlines. The Board said that authorization would tend to lessen competition in the carriage of freight among the airlines.

The railroad-controlled Universal Air Freight Corporation and National Air Freight Forwarding Corporation have had their applications approved for an experimental period of five years each.

The CAB has issued proposed new regulations covering the operations of freight forwarders and cooperative shippers' associations, and compensation agreements between forwarders and airlines. These have been circulated among the interested parties for comments. An October 3 deadline was set by the Board.

"I am deeply gratified by the CAB's decision," said Charles L. Gallo, president of the Air Freight Forwarders' Association and president of Air Express International Corp. "In fact, to say I'm overjoyed would be no exag-

geration. This decision, coming after eight years of hard work on the part of air freight forwarders, definitely proves we've had the right idea. That idea has always been to assist the airlines in every way—to generate traffic by making air shipping easier and cheaper for the shipper, and constantly to stimulate and promote public interest in air cargo movement. The CAB, in granting us the long-range operating authority we have been seeking, recognizes the value of the air freight forwarder's sincere efforts to make these things possible.

"The CAB's rulings further indicate its recognition of the vast traffic generating power of the forwarding industry. This power is reflected in the shipping public's dramatic swing to air freight in recent years, to the great benefit of airlines, forwarders and shippers alike. The Board's endorsement of the new forwarder-airline agreements, with their attendant conveniences and revolutionary rate structures, is especially gratifying to me. For the industry, this is only the beginning of a new era of progress. We look forward to a future in which we will be of even greater service, a future filled with innovations which were undreamed of at the birth of the Air Cargo Age."

## "Long Road"

Robert Seitel, president of Allied Air Freight, Inc. and AFFA secretary, expressed himself as "very, very gratified" over the CAB decision. The forwarders, he said, had an "awfully long road to meet the new requirements," but he was certain they would live up to them.

"This air freight business can be developed only by working with and for the direct carriers," Seitel asserted. "In Europe the air transportation picture is one of cooperation between direct and indirect air carrier. We here want to work with and for the airlines and help them to build up air freight. With their cooperation, we can do it. This has been a victory not only for the air freight forwarders, but for the airlines as well."

(Continued on Page 14)



# Time Out for a Chat

With **WILFRED GREENWAY**

**B**ILL GREENWAY, United States cargo officer for BOAC, is a native Briton who, three years ago, received an official-looking document proclaiming him a citizen of these United States with all the rights and privileges thereof. He came to New York in 1947 after a six-year wartime stint in the Royal Engineers, attached to Movement Control and Transportation, where he attained the rank of major. He saw service in North Africa, Sicily, and Italy.



Greenway

With experience at Air Express International and American Overseas Airlines already under his belt, Greenway came to BOAC in 1948, beginning as a senior sales representative under Bob Ritchie whom he was fated to succeed seven years later—it happened last March—upon the latter's retirement.

One shipper recently summed him up aptly: "Nice guy. Cheerful disposition. Effective salesman. The kind you don't want to shut yourself away from." From this corner we say: "Second the motion."

**Q.** There has been a lot of talk about the new IATA transatlantic specific commodity rate set-up. Would you care to comment on it, Bill?

**A.** It's a step in the right direction. But we've still a long way to go.

**Q.** Would you develop that statement, please?

**A.** The basic idea behind the new structure now in effect is to encourage volume shipments. The carriers should make a serious attempt to analyze the traffic now moving over the Atlantic, then file the right rate on the basis of experience gained.

**Q.** Then the present rates are not the last word?

**A.** Not by any means. They are effective only until the end of this year, but there will be a re-examination before that time.

**Q.** In what locations besides the Greater New York area does BOAC have its cargo representatives?

**A.** We also have our cargo reps located in Boston, Chicago, Los Angeles, and Detroit. And when I say cargo reps, I don't mean passenger personnel who double in the job. All these people have been trained in freight traffic. They are in an excellent position to guide shippers on all phases of international air shipping—documentation, marking, packing, just about everything. We want our cargo personnel to talk the shippers' language.

**Q.** Do you plan to expand your cargo sales staff or your facilities in the United States?

(Continued on Page 22)

Horatio J. Snyder, vice president-general manager of Emery Air Freight Corporation, told AIR TRANSPORTATION that as far as the extension of forwarder authorization went, his company was generally satisfied. Emery was not taking any position on joint rates at this time, he stated. While the proposed new regulations may not be the ultimate answer, Snyder said, his company was planning no action on it.

Said Gerow Miles, vice president of American Shippers, Inc.: "American Shippers, Inc. is gratified in receiving the successful results which we urged upon the Civil Aeronautics Board. Although we do not agree with the decision in its entirety, we feel that the opinion was a fair and just one. Through this decision and with the proper coordination between the indirect and direct air carrier, the entire air freight industry will really go forward. The Civil Aeronautics Board has fully recognized and acknowledged the air freight forwarder."

## "Liberal and Beneficial"

The reaction of J. D. McPherson, president of Airborne Flower and Freight Traffic, Inc., and past president of the Air Freight Forwarders Association, was as follows:

"In most respects, the decision of the CAB in Docket 5947 is the most liberal and beneficial decision made on behalf of the air freight industry since its beginning. Everything about this decision indicates that the Board desires to encourage an increase in air freight volume through all methods possible.

"It is particularly important that the Board has allowed contractual rates between direct and indirect carriers in order to compensate indirect carriers for the many services they render beyond that of the ordinary shippers. This action eliminates the necessity of spending a large amount of the taxpayers' money in order to establish volume rate spreads on a scientific basis, rather than the present arrangement which grew up over the years without the necessary economic research.

"The decision is weak only with respect to the regulation of shippers associations. It is ridiculous to believe that you have regulation when you do not require the filing of a tariff. For this reason I believe that shippers associations will only create enforcement proceedings which may unnecessarily delay the advancement of our new industry. Perhaps through the method of contractual rates, however, forwarders will be able to continue to compete against shippers associations."



Cargo executives of a number of airlines who were asked for their reactions to the decision reserved comment pending further study of the situation. Others were unavailable for comment.

## Proposed Regulations

As a service to the air shipping industry, AIR TRANSPORTATION is reproducing the proposed regulations which follow.

### Part 263—Agreements Between Air Freight Forwarders And Direct Air Carriers

§ 263.1 *Definitions.* For the purposes of this part:

(a) "Air Freight Forwarder" means any air carrier classified and defined as such in § 296.2 of this subchapter.

(b) "Direct air carrier" means any common carrier directly engaged in the operation of aircraft, pursuant to a certificate of public convenience and necessity issued under section 401 of the Civil Aeronautics Act of 1938, as amended, or under the authority conferred by any part of this subchapter.

(c) "Agreement" means any oral or written contract, agreement, or understanding, and any amendment, modification, extension, cancellation or termination thereof, coming within the purview of section 412 of the Civil Aeronautics Act of 1938, as amended, and entered into between one or more air freight forwarders and one or more direct air carriers relating to the establishment of transportation rates, fares, or charges or to co-operative working arrangements for the determination of compensation, to forwarders, for promotional and other services rendered.

§ 263.2 *Application for approval.* (a) A written application for Board approval of such agreements shall be filed, in triplicate, by each of the parties to the agreement. At their election, such applicants may join in a single application. An application may incorporate by specific reference material contained in another application in the same matter or in any document then on file with the Board.

(b) Any air freight forwarder or direct air carrier desirous of becoming a party to an agreement previously approved by the Board, in accordance with the provisions of § 263.4 (c), shall file, in triplicate, a written concurrence (CAB Form No. 1-1)\* with the Board.

§ 263.3 *Formal requirements of applications and agreements.* Applications filed pursuant to this part shall conform generally to the outline set forth in § 263.4 and to the requirements of §§ 302.3 and 302.4 of this chapter. All agreements, within the purview of this part, must be reduced to writing and must contain all terms and provisions of the contract, agreement, or understanding between the parties.

§ 263.4 *General provisions concerning contents of applications.* Each application shall include, among other things, the following matters:

(a) True and complete copies of the written agreement for which Board approval is sought and of all pertinent agreements not incorporated by reference under § 263.2.

(b) A detailed statement setting forth the economic justification for the reduced rate or the specific compensation provided for in the agreement. The statement shall also contain an explanation of the basis for determining the particular transportation rate or compensation charges with respect to the types of commodities, routes and volume factors involved.

(c) A firm contractual offer, which may be included in the agreement or filed as a separate document, to enter into an identical agreement with any other interested air freight forwarder or direct air carrier. Such offer shall be conditioned upon the filing of a concurrence to the agreement by any other interested party.

\* Available from the Publications Office of the Civil Aeronautics Board.

The offer must be of the same duration as the related agreement.

§ 263.5 *Effective date of agreements.* Any such agreement shall contain a provision specifying that it shall not become effective in advance of the date of a Board order approving such agreement under section 412 of the act. Any agreement which fails to comply with the requirements of this section will not be approved.

§ 263.6 *Protests to agreements.* Any interested party may, within 15 days after the filing of such agreements, file a protest challenging the proposed rate or compensation therein provided. Such party shall specifically recite the basis for his complaint and the reasons why the agreement is believed to be unreasonable, unduly discriminatory or unduly prejudicial or otherwise inconsistent with the public interest.

§ 263.7 *Disposition of applications.* If, after the expiration of the time herein prescribed for the filing of protests, it appears from a review of the application, protest and other information available to the Board, that approval of the agreement will not result in unreasonable compensation to either the direct air carrier or the forwarder, or in unjust discrimination or undue prejudice to other forwarders or to commercial shippers, the Board will enter an order of approval. If, however, it appears to the Board that the ultimate effect of the agreement can only be determined through an evidentiary hearing, the Board will so advise the applicants by letter, and set the application down for public hearing.

§ 263.8 *Amendments to approved agreements.* Application for approval of an amendment to or modification of the terms of any previously approved agreement shall be filed in accordance with the provisions of §§ 263.2, 263.3 and 263.4, and shall be subject to the same requirements as those applicable to the original agreement.

§ 263.9 *Termination of agreements.* Any previously approved agreement may be terminated at will by any party thereto, as to such party, giving such prior notice as may be specified by the terms of said agreement. Any new agreement intended by the parties to cancel an old agreement shall specifically cancel the previously approved agreement. In the event of a change of name or the transfer of the operating authority of either party to an agreement, a new agreement showing the correct names of the new parties or a joint writing adopting the old agreement shall be filed with the Board within 30 days after the occurrence of such event.

### Part 296—Classification And Exemption Of Indirect Air Carriers

#### Subpart A—General

§ 296.1 *Definitions.* For the purposes of this part:

(a) "Indirect Air Carrier" means any citizen of the United States<sup>1</sup> which:

(1) Engages indirectly in interstate air transportation<sup>2</sup> of property only, and does not engage directly in the operation of aircraft in air transportation; and

(2) Does not engage in such air transportation pursuant to the terms of an individual authorization, contained in an order of the Board,<sup>3</sup> which permits it to furnish air express services under the terms of Board approved contracts with certificated direct air carriers.

§ 296.2 *Classification.* There is hereby established a classification of air carriers, having the attributes of, and which are designated as, "indirect air carriers". Such classification shall include the following subclassifications:

(a) "Air Freight Forwarder" means any indirect air carrier which, in the ordinary and usual course of its undertaking, assembles and consolidates or provides for assembling and consolidating such property and performs or provides for the performance of break-bulk and distributing operations with respect to such consolidated shipments, and assumes responsibility for the transportation of property from the point of receipt to point of destination and utilizes for the whole or any part of such transportation the services of a direct air carrier.

(b) "Cooperative Shippers Association" means a bona fide association of shippers, operating as an indirect air carrier on a non-profit basis, which:

(1) undertakes to ship property for the account of such association or its mem-

bers, by air, in the name of either the association or the members, in order to secure the benefits of volume rates or improved services for the benefit of its members; and

(2) utilizes for the whole or any part of such transportation the services of a direct air carrier.

§ 296.3 *Freight forwarder acting as agent of shipper or carrier.* (a) Any air freight forwarder may, by complying with the requirements of this section, accept particular shipments for forwarding on condition that it may exercise an expressly reserved option to deal therewith as the agent of the shipper thereof (or as the agent of such direct air carrier as may have authorized the agency) in the event that a volume of freight adequate to permit consolidated shipment cannot be assembled.

(b) Any air freight forwarder seeking to avail itself of this option must give notice that it reserves such right, in the case of every shipment, accepted subject thereto, to handle the shipment as agent of the shipper, or if such be the case, as agent of an identified direct air carrier. In the event that it acts as agent, the forwarder shall charge the shipper the airport to airport rate for air transportation specified in the applicable charges of the airline rendering the services and its own pick up and delivery charges.

(c) Such notice shall be given to the shipping public and to any person from whom any shipment is so accepted, and such notice shall be furnished such person in writing at the time when the shipment is accepted. Such notice shall be given by means of (1) notices with the heading "Notice to Shippers" conspicuously displayed at all premises operated by or under the control of the forwarder in connection with its air transportation activities so as to be clearly visible to the shipping public, (2) a legible statement set forth on all letterhead stationery used by the forwarder in connection with its air transportation activities, (3) appropriate tariff provisions, and (4) reasonably prominent statements on all the air bills of such forwarder and on such receipts or other documentation as may be furnished to the shipper at the time of acceptance of the shipment.

§ 296.4 *Cooperative shippers association acting as agent of shipper.* Any cooperative shippers association may accept particular shipments for consolidation on condition that it may exercise an expressly reserved option to deal therewith as the agent of the shipper thereof in the event that a volume of freight adequate to permit consolidated shipment cannot be obtained.

§ 296.5 *Payment of transportation charges.* Freight bills from direct air carriers for all transportation charges shall be paid by every indirect air carrier within a reasonable period after the rendering of the transportation services. A reasonable period for payment of such charges shall be 7 days after being billed therefor.

§ 296.6 *Nonapplicability.* This part shall not apply to any air carrier authorized by a certificate of public convenience and necessity to engage in direct air transportation, nor to any noncertificated air carrier engaged in direct air transportation pursuant to any general exemption granted by any other part of this subchapter.

§ 296.7 *Separability.* If any provision of this part or the application thereof to any air transportation, person, class of persons, or circumstance is held invalid, the remainder of the part and the application of such provisions to other air transportation, persons, classes of persons, or circumstances shall not be affected thereby.

#### Subpart B—Exemptions

§ 296.11 *Exemption of air freight forwarders.* Subject to the other provisions of this part, air freight forwarders are hereby relieved from the provisions of title VI of the act, and from all provisions of title IV of the act, other than the following:

(a) Subsection 401 (1) (Compliance with Labor Legislation)

(b) Section 402 (Tariffs)

(c) Subsection 404 (a) (Carrier's Duty to Provide Service, etc.), insofar as said subsection requires air carriers to provide safe service, equipment and facilities in

<sup>1</sup> As defined in section 1 (13) of the act.

<sup>2</sup> As defined in section 1 (21) of the act.

<sup>3</sup> Issued under the authority granted to the Board in sections 1 (2) or 416 of the act.

# LET'S CONSULT THE AIR SHIPPER

By **WHITNEY BOWLES**

Air Transport Specialist and Consultant on Related Problems



**A**LERT managements today are taking another look at air freight as a regular means of transportation for their normal distribution requirements. Once the emergency glamor boy of transportation, performing miracles in the annihilation of time and space when called upon, air freight today is reaching seasoned maturity through the process of growth as its basic economic function unfolds in the normal, over-all processes of procurement and distribution, materials handling, and merchandising. First used primarily as an emergency time-saver, other economic aspects of air freight led to its integration in the normal over-all operations required to get materials to the right place at the right time at the lowest over-all cost.

These include such savings in materials handling as reduced packing, handling, and reduction or elimination of warehousing, lower inventory costs, and more rapid capital turnover, among others. An equally important aspect of air freight is the vital relation it bears to merchandising. Air freight's integration with the functions of advertising and sales as an essential element in the merchandising process is perhaps one of its most important aspects. The growing pressure for expanded markets and merchandising techniques which will accelerate the movement of goods at lower cost has led inevitably to increased use of air freight in marketing.

These are some of the principal reasons for air freight's rapid growth and increasing acceptance as a regular means of transportation in normal distribution. They are, of course, also some of the principal arguments used to "sell" air freight. The advertisement of one major international airline lists, among others, the following advantages of freight: "Crating is seldom necessary; shipping weights are less, because you use lighter packing; damage and pilferage losses are greatly reduced; insurance costs are lower; goods arrive when needed while the market is stronger; working capital works harder because payments are quicker; inventory and warehouse costs are reduced." Another says: "Save on insurance, inventory, interest, and capital tie-up because (air freight) cuts days and weeks from surface time." Still another says: "Leading companies in nearly every field have learned how to improve distribution, build sales and cut costs with . . . air freight."

For the shipper interested in evaluating air freight in terms of his own situation and distribution requirements, what do these aspects of shipping by air mean applied to a given situation? How does a manufacturer, distributor, or exporter know whether air freight applies to his situation? A quick comparison of rates is obviously far from a complete or adequate answer. To help industry make the proper application of air freight to given situations, the airlines and freight forwarders have traditionally offered assistance in making the necessary studies and recommendations for implementation. One airline says: "For . . . complete shipping analysis, free—call your local representative."

Typically, such analysis consists of a comparison of time and shipping costs from factory to market via air freight vs. the shipper's usual methods of routing by surface means. Frequently such comparisons will show an important differential in favor of air freight. Such comparative cost analysis for an export shipment covers the following cost items: Export packing, insurance, shipping costs to port of embarkation, drayage (terminal to export pier), shipping costs from port of embarkation to debarkation, shipping costs port of debarkation to market, fees, duties, interest charges, and other charges not otherwise indicated.

Such an analysis of a typical shipment of stoves (valued at \$2,500 and weighing 2,750 pounds) from New York to Montego Bay shows a total shipping cost factory to market by surface of \$1,355.16 and \$1,120.95 by air,

(Continued on page 23)

connection with air transportation, and to establish, observe, and enforce just and reasonable individual rates, fares, and charges, and just and reasonable classifications, rules, regulations, and practices relating to air transportation.

(d) Subsection 404 (b) (Discrimination);

(e) Subsection 407 (a) (Filing of Reports); *Provided*, That no provision of any rule, regulation, term, condition, or limitation prescribed pursuant to said subsection 407 (a) shall be applicable to air freight forwarders unless such rule, regulation, term, condition, or limitation expressly so provides;

(f) Subsection 407 (b) (Disclosure of Stock Ownership);

(g) Subsection 407 (c) (Disclosure of Stock Ownership by Officers or Directors);

(h) Subsection 407 (d) (Form of Accounts); *Provided*, That no provision of any rule, regulation, term, condition, or limitation prescribed pursuant to said subsection 407 (d) shall be applicable to air freight forwarders unless such rule, regulation, term, condition, or limitation expressly so provides;

(i) Subsection 407 (e) (Inspection of Accounts and Property);

(j) Section 408 (Consolidation, Merger and Acquisition of Control);

(k) Section 409 (Prohibited Interests);

(l) Section 410 (Loans and Financial Aid);

(m) Section 411 (Methods of Competition);

(n) Section 412 (Pooling and Other Agreements);

(o) Section 413 (Form of Control);

(p) Section 414 (Legal Restraints);

(q) Section 415 (Inquiry into Air Carrier Management); and

(r) Section 416 (Classification and Exemption of Carriers).

*Provided, however*, That the provisions of section 403 and 404 shall not be applicable insofar as they would otherwise prohibit any air freight forwarder from engaging in joint loading with any other air freight forwarder for the pooling of traffic for shipment in order to obtain the benefit of volume rates, and air freight forwarders are hereby relieved from the requirements of section 412 of the act with respect to contracts for such joint loading.

*Provided, further*, That the provisions of subsection 404 (b) shall not be applicable insofar as they would otherwise prohibit the exercise, by any air freight forwarder, of its reserved option to act as either a forwarder or as agent of the shipper or of the direct air carrier in accordance with provisions of § 296.3.

§ 296.12 *Exemption of cooperative shippers associations*. Subject to the other provisions of this part applicable thereto, cooperative shippers associations are hereby relieved from the provisions of title VI of the act, and from all provisions of title IV of the act, other than the following:

(a) Subsection 407 (a) (Filing of Reports); *Provided*, That no provision of any rule, regulation, term, condition, or limitation prescribed pursuant to said subsection 407 (a) shall be applicable to cooperative shippers associations unless such rule, regulation, term, condition, or limitation expressly so provides;

(b) Subsection 407 (b) (Disclosure of Stock Ownership);

(c) Subsection 407 (c) (Disclosure of Stock Ownership by Officers or Directors);

(d) Section 408 (Consolidation, Merger and Acquisition of Control);

(e) Section 409 (Prohibited Interests);

(f) Section 411 (Methods of Competition);

(g) Section 412 (Agreements);

(h) Section 413 (Form of Control);

(i) Section 414 (Legal Restraints);

(j) Section 415 (Inquiry into Air Carrier Management); and

(k) Section 416 (Classification and Exemption of Carriers).

*Provided, however*, That the provisions of sections 403 and 404 shall not be applicable insofar as they would otherwise prohibit any cooperative shippers association from engaging in joint loading with any other cooperative shippers association for the pooling of traffic for shipment in order to obtain the benefit of volume rates, and cooperative shippers associations are hereby relieved from the requirements of § 412 of the act with respect to contracts for such joint loading.

*Provided, further*, That the provisions of subsection 404 (b) shall not be applicable insofar as they would otherwise

prohibit the exercise, by any cooperative shippers association, of its reserved option to act as an indirect air carrier or as agent of the shipper in accordance with provisions of § 296.4.

§ 296.13 *Duration of exemptions.* The exemption authority provided by this part shall continue in effect until the Board shall find that the continuation of such authority in respect of either air freight forwarders or cooperative shippers associations, or both such classifications, is no longer in the public interest, and thereafter the authority with respect to such classification or classifications shall terminate: *Provided, however,* That the exemption authority of any air freight forwarder which the Board shall find to control, be controlled by, or be under common control with any common carrier by rail shall terminate 5 years from the effective date of this part.

#### Subpart C—Limitations On Exemptions; General

§ 296.21 *Limitations on use of aircraft.* The exemption authority provided to indirect air carriers by this part shall be effective only with respect to shipments of property, by air, in aircraft operated in common carriage by (1) air carriers which have effective tariffs for the services thus utilized on file with the Board, or (2) air carriers which have been exempted from the filing of such tariffs. No indirect air carrier shall ship property, by air, except in aircraft operated in common carriage by a direct air carrier of the class specified in this section.

§ 296.22 *Prohibition on use of aircraft.* The exemption authority provided by this part, to indirect air carriers, shall not be effective to authorize any such air carrier to directly engage in the operation of aircraft in air transportation. No indirect air carrier may directly engage in the operation of aircraft in air transportation. *Provided, however,* That this limitation and prohibition shall not be construed to prohibit charters of aircraft by such indirect air carrier from a direct air carrier operating charter trips and special services under the authority conferred by the act or by the applicable regulations of the Board.

#### Subpart D—Limitations On Exemption—Cooperative Shippers Association

§ 296.31 *Filing of schedules or formulas used to compute charges to members.* The exemption authority provided by this part with respect to any cooperative shippers association, shall be effective only after, and during only such periods of time as each such indirect air carrier has filed with the Board, and either distributed to its members or posted in each office where shipments are accepted, copies of all currently effective schedules or formulas used for assessing drayage and consolidation charges to its members. Upon changing any of such schedules or formulas, each cooperative shippers association shall again comply with the requirements of this section.

#### Subpart E—Conditions On Exemption; Air Freight Forwarders

§ 296.41 *Necessity for Operating Authorization.* No person shall operate as an air freight forwarder, within the meaning of this part, unless there is in force with respect to such person a document entitled "Operating Authorization" authorizing him to engage in air transportation pursuant to the general exemption granted by this part.

§ 296.42 *Application for issuance.* (a) Any person, other than those specified in § 296.43 (a), desiring to operate as an air freight forwarder may apply to the Board for an appropriate Operating Authorization. Such an applicant shall execute in duplicate, an "Application for Operating Authorization as an Air Freight Forwarder" (CAB Form . . .).

(b) The applicant shall also submit such other additional information pertinent to its proposed activities as may be requested by the Board with respect to any individual application.

§ 296.43 *Issuance of Operating Authorization.*—(a) To successful parties to the investigation. Any air freight forwarder applicant whose application for issuance or renewal of operating authority was approved in the Air Freight Forwarder

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Investigation, Docket No. 5947 et al., shall be issued an Operating Authorization bearing the same effective date as this part.

(b) To all other applicants. (1) If, after the filing of an application for an Operating Authorization, it appears that the applicant is capable of performing the air transportation authorized by this part as an air freight forwarder and of conforming to the provisions of the act and all rules and requirements thereunder, and that the conduct of such operations by the applicant will not be inconsistent with the public interest, the applicant will be notified by letter. Such notification will advise the applicant that upon the filing of a valid tariff, an Operating Authorization will be issued to the applicant unless it has engaged in unauthorized air transportation or other activities prohibited by the act or the rules and regulations of the Board between the date of such notification and such filing. In the latter event, an Operating Authorization will not be issued unless and until a due showing is made by the applicant that it has terminated such unauthorized or prohibited activities, and that the issuance of such an authorization would be consistent with the public interest.

(2) If, after the filing of an application for an Operating Authorization, it appears that the applicant has not made a due showing of capability or that the conduct of operations by the applicant might otherwise be inconsistent with the public interest, the Board shall by letter notify the applicant of its findings to that effect. The Board may dismiss any such application unless within 30 days of the date of the mailing of such letter, the applicant has in writing requested reconsideration and submitted such additional information as it believes will make the necessary showing, or requested that the application be assigned for hearing. In which case the applicant shall outline the evidence to be presented at such hearing and shall show the need for hearing in order to properly present its case.

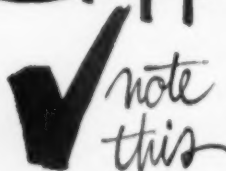
(3) In the event that reconsideration or hearing is requested the Board may, without notice or hearing, enter an order of approval or of disapproval in accordance with its determination of the public interest upon the showing made, or on its own initiative may assign the application for hearing.

§ 296.44 Effective period. Each Operating Authorization shall be effective upon the date specified therein, and shall continue in effect, unless sooner suspended or revoked, during such period as the authority provided by this part shall remain in effect, or if issued for a limited period of time, shall continue in effect until the expiration thereof unless sooner suspended or revoked.

§ 296.45 Conditions on Operating Authorization—(a) Attachment of conditions to Operating Authorizations. At the time of issuance, and from time to time thereafter, there shall be attached to the exercise of the privileges granted by any Operating Authorization issued under this part such reasonable terms, conditions, and limitations applicable to the person named therein as are necessary to carry out the requirements of the act and the regulations prescribed thereunder.

(b) Operating Authorizations will not be issued to applicants having tainted officers or owners. No Operating Authori-

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ization will be issued to an applicant which has, or proposes to have, as owner, partner, manager, officer, director, or stockholder holding a controlling interest, any person who is or has been connected in any such capacity with any other air freight forwarder, international air freight forwarder, cooperative shippers association, irregular air carrier, or noncertificated cargo carrier, if the letter of registration, Operating Authorization, or other exemption privilege of such carrier was suspended or revoked by the Board on account of acts or omissions which occurred during the time of such connection. *Provided, however,* That an Operating Authorization may be issued to such an applicant where the Board finds, upon a showing by applicant, that the public interest and applicant's intention and ability to conform to the provisions of the act and requirements thereunder are not adversely affected by such relationship.

(c) *Prohibition against holders of Operating Authorizations having tainted officers or owners.* No holder of an Operating Authorization shall have and retain as an owner, partner, manager, officer, director, or stockholder holding a controlling interest, any person who was, or is, affiliated in any of said capacities with any other air freight forwarder, international air freight forwarder, cooperative shippers association, irregular air carrier, or noncertificated cargo carrier, under the circumstances set forth in paragraph (b) of this section. *Provided, however,* That such holder may have and retain persons presently or previously affiliated, in the manner described above, where the Board finds that the public interest and the carrier's intention and ability to conform to the provisions of the act and requirements thereunder are not adversely affected by such relationship.

§ 296.46 *Restrictions on issuance of Operating Authorizations.* No Operating Authorization shall be issued to an applicant which fails to demonstrate, as a part of its showing of capability, that it has such branch offices, associated companies, affiliated companies, or agents as tend to establish the ability of the applicant to perform pickup, delivery, and other necessary services to be performed in handling shipments.

§ 296.47 *Nontransferability of Operating Authorizations.* (a) An Operating Authorization shall be nontransferable and shall be effective only with respect to the person named therein or his successor by operation of law, subject to the provisions of this section. The following persons may temporarily continue operations under an Operating Authorization issued in the name of another person, for a maximum period of six months, by giving written notice of such succession to the Board within 60 days after the succession:

- (1) Administrators or executors of deceased persons;
- (2) Guardians of incapacitated persons;
- (3) Surviving partner or partners collectively of dissolved partnerships; and
- (4) Trustees, receivers, conservators, assignees or other such persons who are authorized by law to collect and preserve the property of financially disabled persons.

(b) All operations by successors, as above authorized, shall be performed in the name or names of the prior holder of the Operating Authorization and the name of the successor, whose capacity shall also be designated. Any successor desiring to continue operations after the expiration of the six-month period above authorized must file an application for a new Operating Authorization within 120 days after such succession.

§ 296.48 *Suspension of Operating Authorizations.* Suspension proceedings may be instituted upon complaint or upon motion of any person showing an interest therein, or upon the Board's own initiative.

(a) Whenever the Board contemplates the institution of suspension proceedings it shall, by letter, give the carrier the notice and warning specified in section 9 (b) of the Administrative Procedure Act. Such notice shall specifically recite the holder's failure to comply with any provisions of the act or any order, rule, or regulation issued under any such provision, or any term, condition or limitation of any authority issued under said act or regulation. Such notice shall also afford the holder a reasonable opportunity to demonstrate or achieve com-

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pliance with such legal requirements within a specified period of time. At the expiration of such period, the Board may issue an order instituting a suspension proceeding. Such order will specify a period of time within which the holder must file a written response with the Board. In such response, the holder may deny noncompliance or adduce such considerations as it desires to rely upon in order to justify or excuse noncompliance.

(b) In the event such a written response is filed, the Board may assign the application for hearing or oral argument or, in appropriate cases, enter an order of suspension or an order dismissing the suspension proceeding.

(c) Such suspension may continue until the Board finds that such suspended forwarder has complied with the provisions of the act, or with such rules, regulations, orders, terms, conditions, or limitations or until the expiration of such a minimum suspension period, of fixed duration, as the Board may prescribe. The Board may also order a suspension, of indefinite duration, during the pendency of a docketed revocation proceeding brought under § 296.49.

(d) Failure to seek reinstatement of an Operating Authorization suspended pursuant to the provisions of this section within a period of 60 days after the effective date of such suspension or prior to the expiration of any prescribed suspension period of fixed duration, whichever is later, shall automatically terminate all rights under such authorization.

§ 296.49 *Revocation of Operating Authorizations.* (a) Operating Authorizations shall be subject to revocation, after notice and hearing, for knowing and wil-

ful violation of any provision of the act or of any order, rule, or regulation issued under any such provision, or of any term, condition, or limitation of any authority issued under said act or regulations.

(b) An Operating Authorization shall be revoked without prejudice\* upon the filing by an air freight forwarder of a written notice with the Board indicating the discontinuance of common carrier activities, together with a tender of the Operating Authorization for cancellation: *Provided*, That the Board may refuse to accept such notice and to cancel the authorization if any proceedings or action is pending in which an air freight forwarder's authority may be subject to suspension or revocation action. The failure of any carrier to perform interstate air transportation services for a period of two years or failure for two successive periods to file the periodic reports required by this chapter may, for the purpose of this part, be deemed by the Board to constitute the filing of written notice indicating the discontinuance of the common carrier activities, and in such case the tender of the Operating Authorization shall not be necessary.

§ 296.50 *Business name of air freight forwarder.* On and after January 1, 1955, the effective date of this part, it shall be an express condition upon the exercise of the privileges herein granted and the operating authorizations issued hereunder, that the forwarder concerned, in holding out to the public and in performing air transportation services, shall do so only in a name the use of which is authorized under the provisions of this section or under § 296.47.

(a) Except as otherwise provided under paragraph (b) of this section, an air freight forwarder may do business in the name or names in which its letter of registration is then issued and outstanding, including abbreviations, contractions, initial letters, or other minor variations of such name or names which are readily identifiable therewith.

(b) An air freight forwarder may do business in such other and different name or names as the Board may permit in said Operating Authorization or by order, upon a finding that the use of such other name or names is not contrary to the public interest. Any such permission may be made conditional upon the abandonment of the use of the name in which its Operating Authorization is issued and outstanding, in air transportation services by the carrier concerned, or otherwise be made subject to such reasonable terms and conditions as the Board may find necessary to protect the public interest.

(c) Slogans shall not be considered names for the purposes of this section, and their use is not restricted thereby.

(d) Neither the provisions of this section nor the grant of a permission hereunder shall be deemed to constitute a finding for purposes other than for this section, or to effect a waiver of, or exemption from, any provision of the Civil Aeronautics Act or any orders, or regulations issued thereunder.

#### Subpart F—Insurance

§ 296.51 *Insurance.* (a) *Cargo.* No air freight forwarder shall engage in air transportation pursuant to this part unless the risks of loss of or damage to the property so transported are covered by it in not less than the amounts prescribed in paragraph (c) (1) of this section by insurance, evidence of qualifications as a self-insurer (a self-insurance fund or other qualifications approved by the Board) or surety bond.

(b) *Public liability and property damage.* No air freight forwarder shall engage in the performance of transfer, collection or delivery services pursuant to this part unless it shall file with the Board a satisfactory certificate or certificates of insurance evidencing a properly endorsed policy of insurance (CAH Form —)† qualifications as a self-insurer (a self-insurance fund or other qualifications approved by the Board) or surety bond in not less than the amounts prescribed in paragraph (c) (2) and (3) of this section, conditioned to pay within the amount of such insurance coverage any final judgment recov-

\* To the filing of a subsequent application for such authorization.

† Available from Publications Section.

ered against it on account of bodily injuries to or death of any person, or loss of or damage to property (other than property covered by paragraph (a) of this section) resulting from the negligent operation, maintenance or use of motor vehicles operated by or under its direction and control, or resulting from other acts of its agents, employees and representatives in the performance of the aforementioned transfer, collection or delivery services.

(c) *Minimum liability limits.* (1) *Cargo insurance.* For loss of or damage to property while carried on or resting in any one conveyance or premises; minimum \$10,000 per conveyance or premises. Conveyance includes, but is not limited to, aircraft, motor vehicles, rail and watercraft;

(2) *Public liability; property.* For loss or damage to property occurring at any one time or place; minimum \$5,000;

(3) *Public liability; personal injury.* Claims for bodily injury or death; minimum \$10,000 for one person subject to that limit per person and \$20,000 for all persons in any one accident. • • •

## IATA & CARGO MARKET

(Continued from Page 12)

dislocated by the war, and in 1945 and 1946 the normal movement of goods was impeded by every known manner of import and export restriction, as well as bedevilled by similar restrictions applying to currency.

The airlines had an immense enough task to build up their passenger and mail services, and to many it seemed imprudent to embark simultaneously on the large-scale development of cargo services when it might take years of unprofitable development before loads could be built up sufficiently to pay their own way. The fruits of such development might have been destroyed overnight, moreover, by the imposition of additional tariffs, or the refusal of certain countries to permit imports or exports of goods forming the greater bulk of air cargo. Not only did government restrictions strangle the free flow of international air cargo, and so greatly reduce its amount. These same restrictions made the handling of each

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individual consignment tedious, expensive and difficult—and therefore an added deterrent to spending too much time, energy and money on the immediate development of this form of traffic.

The outlook in these circumstances was somewhat gloomy, but the members of IATA, as the figures testify, were far from idle. A great many important steps were taken to enable the cargo market to be developed as quickly as outside circumstances would permit. During the first years after the war, the basic level of cargo rates was established all over the globe. As a general principle a differential rate, rather than a flat rate, system was agreed upon. This provided the airlines with a flexible structure so that cargo rates could be related as closely as possible to the requirements of local conditions. A 25% discount feature was introduced at the relatively low breakpoint of 45 kilograms, or 100 pounds, in order to give some advantages to the shipper of large consignments.

### New Step

IATA members continued to keep the rate structure under review, and in October, 1949 another major step was taken. Special Commodity Rates Boards were established to permit special rates to be introduced for specific commodities between specified points, so that new rates could be brought into force between Conference meetings in order to encourage new types of merchandise to move by air. These commodity rates showed considerable reductions over the basic rates, particularly for large shipments, and they have undoubtedly done a great deal to attract air cargo. During the last two or three years, however, these commodity rates became so numerous that they were obviously difficult of application, and recently the airlines revised this system as far as the North Atlantic was concerned and introduced a new series of commodity rates amounting to less than 50 general descriptions to replace almost 1,000 individual rates which were in existence before. (See *August, 1955 AT.*) It is very probable that this same system, with perhaps additional attractions and modifications, will be introduced shortly on a worldwide basis.

Throughout the period of 10 years, therefore, there has been a very appreciable reduction in the actual level of the rates charged—this during a period when prices and the cost of living generally have been steadily increasing.

During the same 10 years the mem-

bers of IATA established the Interline Cargo Handling Agreement, which by permitting the easy and safe transfer of consignments from one airline to another makes it possible for the shipper to send his cargo to any destination in the world by the quickest and most expeditious routing.

The pre-war thought of all-cargo services has now come into actual being. These services not only permit the handling of very much larger consignments, but also offer the customer the facility of reserving space in advance so that he is certain that his goods will travel on a certain date and be delivered at the time he expects.

### Standardizing Documentation

A great deal of work has been done on standardizing documentation which is not only of benefit to the carriers themselves, but also to the shipper and his agent. A very important role has been played by the Air Waybill, a document which is almost unique in transportation in that it serves so many purposes at one and the same time. By being standard throughout the industry, it permits speedy transfer between carriers, it gives a specification of the consignment itself, it provides facilities for the collection of COD charges, as well as charges collect, it serves various customs purposes and last, but not least, it is the basic document for the settlement of interline revenue between participating parties. Although the Air Waybill has served its purpose well and truly, there is no reason why it should not be improved to make things easier for the shipper, the agent, and also the carrier. Any simplification which can be achieved must in the end result in the saving of money by all concerned, and the ability on the part of the carrier to offer even more advantageous rates. With this in mind IATA has already established study groups to review various proposals which have been made to improve matters in this direction.

A great deal of work has also been done on the carriage of what are known as "restricted articles." These include inflammable goods, poisons and other material which requires special treatment and handling if it is to be carried safely and effectively. A complete list of such articles, and regulations including proper provisions for labelling, has been drawn up and has been accepted by all members. It is worth noting that the airline industry is the only form of traffic on which there is worldwide agreement on such matters, and the special symbolic labels which have been devised to overcome language difficulties have now been offi-

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cially recognized and are being adopted by other international organizations.

It would, I think, be tedious to make a list of all the matters affecting the carriage of cargo with which IATA has dealt during the last 10 years. I believe that it is really sufficient to say that there is no aspect which has not received a considerable amount of attention and in connection with which a great deal of progress has not been made. Not only have loads increased enormously, but the foundations have been laid for the even greater progress which everyone concerned with air cargo believes will undoubtedly come.

Predictions are always dangerous, but I think it is well worthwhile considering the future developments which are likely to take place, with perhaps particular emphasis on some aspects which must receive special attention if we are to be really successful.

### Prospects Brighter

With the general regeneration of world trade, the prospects for international air cargo are brighter than they were 10 years ago. The more difficult problems in connection with the reconstruction of air services generally and with the carriage of passengers and mail are now settled, or are well on the way to settlement. The airlines are, therefore, free to give very much more thought to the development and improvement of air cargo services, and there is no doubt that a greater concentration of effort in this direction will produce better results both for the shipper and for the agent.

It is, of course, essential for the proper expansion of this trade for the system of rating to be right. I am not only suggesting that lower rates—which will undoubtedly come with more efficient aircraft—will develop more traffic, because they obviously will. The rating structure itself must also be easily understood, both by the agent and his principle, and must be easily applicable by the shipper to his own particular product. It should indeed be as simple as it possibly can be, while preserving a reasonable degree of flexibility as well as the proper incentives for both the customer and the agent to send increasing quantities of cargo by air.

Very much more progress must be made in reducing the time taken on the ground for loading, unloading and processing through the inevitable customs facilities. I think that we must always remember that the customer, whether he is shipper or consignee, is in no way interested in the actual speed of the aircraft. The thing which is important to him is the elapsed time

between the acceptance of the goods for carriage and their delivery at the final destination. It is, in fact, quite useless to move goods several thousand miles in the matter of a few hours if customs formalities are likely to take days. In this respect, I believe it would be fair to point out that the majority of customs and excise officers do their utmost to expedite clearance and delivery, and would like indeed to be helpful both to the carriers and to the shippers. They are, however, bound by rules and regulations, most of which were framed in the days of sailing ships when a week or two here or there could be considered relatively unimportant.

As I have mentioned earlier, restrictions governing the movement of goods and currencies have, in fact, made the position even worse than before the war, and it is essential for the proper development of world trade and air cargo that governments streamline their entire customs procedures. In this respect a certain amount of progress has indeed been made in simplifying formalities for passengers traveling on international air services. The same must now be done for cargo to an even greater extent. In this respect I fear that passengers are likely to get more favourable treatment because an angry passenger who is delayed by immigration or customs can, and frequently does, create a great deal of disturbance. Cargo itself is mute. The only protest it can raise, if it is perishable, is to go bad and smell! Agents may complain and shippers lose money, but their complaints, I am afraid, are unfortunately not as effective as a really noisy passenger who feels that he has been ill-treated. I would suggest, therefore, that the right target to set and aim for is a clearance time for inward cargo of not more than two hours. This may be difficult to attain, but it is by no means outside the realms of possibility.

### Physical Facilities

I suspect, furthermore, that during the next few years a great deal more attention will be needed to the physical facilities for handling cargo at airports. An immense amount of time can be lost and money wasted if the buildings which are being used have not been designed properly for the purpose. Airport authorities have not always been entirely successful in producing buildings which enable passengers to be handled with any degree of efficiency and speed and a lot more thought is likely to be required to develop suitable buildings and equipment for dealing with cargo. This, again, is a matter which IATA has

under close review, and I am sure that useful and constructive suggestions will be forthcoming in the near future.

There is one other point which I believe is important in developing air cargo. That is salesmanship. It is not sufficient, to my mind, for a salesman merely to be expert in the art of air transport. He must, in fact, be capable of convincing the shipper that air transport is of definite benefit in his particular case, and to this end he must also know a great deal about the shipper's business. If he does that, then he is in a good position to explain and to prove those benefits which are in no sense revealed by the study of a simple printed tariff. I have in mind such things as reduced packaging, the elimination of warehousing expenses, lower insurance, and the reduction of large inventories. The air carriers must be able to show the potential shipper how they can be of very profitable service to him.

There is no doubt that the general volume of air cargo will increase exceedingly. As it does so, the question of simplification and the reduction of unnecessary work will become even more important. IATA has such matters closely in mind, because only by reducing the unproductive labour to an absolute minimum can the air transport industry offer the shipper the best value for his money and the agent a means of transport which he finds easy and attractive to use. I am certain that the members of IATA will never sit back and rest content with any existing situation. They have done a great deal during the past 10 years, and the next 10 will show greater development and greater improvements. Someone recently described air transport as a middle-aged industry which had managed to stay young in outlook. I trust that it will always do so.

• • •

### TIME OUT FOR A CHAT

(Continued from Page 14)

**A.** As cargo business expands, we will increase our facilities. Our new sales office in Philadelphia is scheduled to open on October 3. A cargo rep will work out of that office. Furthermore, we have a resident cargo rep in Pittsburgh.

**Q.** Your planes operate out of Boston, Chicago, and Miami, as well as New York. How do they figure in the overall cargo picture?

**A.** Direct service is available from these points; but this service, as you know, is not as fre-



quent as that from New York. However, there is ample cargo capacity on all flights. I might add that next year we hope to add Detroit to our ports of call. On days when we don't fly from interior points, excellent connections with our overseas flights from New York are made in conjunction with the domestic airlines.

Q. How is BOAC's business from the forwarders holding up?

A. Fine. Our relations with the forwarding industry are excellent. We like dealing with them. A forwarder can be depended on to let the carrier know when a particular shipment is rush-rush-rush. He takes care of the necessary details which will really help to expedite the air shipment. Naturally, BOAC does its part, too. We have a direct wire to London, you know. Frequently we send messages on certain shipments and receive the replies in fifteen minutes and even less time than that.

Q. When I was in London last Spring, I noted quite a bit of film shipments at the airport. Does this type of traffic form an important part of your cargo business?

A. I would say so. We get our share of the film business from Los Angeles. We have a special film representative in Hollywood whose sole job is to expedite film. He sends his signals—teletype messages, that is—indicating the number of shipments, the name of the domestic carrier, airwaybill number, and flight. We follow through from New York. Most of the shipments come through Barnett and Commercial Airways. There's a respectable amount of Westbound film traffic as well, you know. Incidentally, in June film turned out to be BOAC's top specific commodity item flown from New York to London. It formed 42% of all the special-rated cargoes.

Q. What commodities ranged behind film?

A. Machinery, electrical equipment, chemicals, and unaccompanied baggage—in that order.

Q. What is the capacity of one of your Strats when used as an air-freighter?

A. We've flown 18,000 pounds of freight in them. Beginning Oc-

tober of next year, we expect to receive 10 DC-7Cs.

Q. Returning to traffic for the moment, Bill, would you say that you are generating an appreciable amount of cargo to transpacific destinations?

A. We can always use more, of course, but we're doing all right. It is fairly well-known that BOAC acts as sales agents for Qantas in the East. We hold freight space allotments on each of their three weekly flights from Frisco to Sydney. Qantas manifests are sent to New York for the purpose of checking off shipments and answering any shippers' questions which may occur.

Q. I understand that BOAC has signed an interline agreement with Seaboard & Western.

A. Quite right. I believe we are the first foreign air carrier to sign an interline agreement with Seaboard. It is to our mutual advantage—and to the shipper, of course. It's a significant move.

Q. Is BOAC planning any new interline deals at the present time?

A. Yes. Interline cargo services are extremely important and we stress that to our shipper customers.

Q. Do you have in mind any particular airline with which you expect to enter into a new interline deal?

A. Yes—United. It is possible that we will hook up with their cargo reservations system.

Q. In the way of processing possible cargoes from BOAC over their own network, what information does United require?

A. Commodity, number of pieces and weight, destination, airwaybill number, and forwarding flight.

Q. Have you found that occasional waterfront strikes have overburdened your services?

A. Generally speaking, we've been able to take care of the shippers' requirements during such periods.

Q. Have such labor disputes brought you new permanent customers?

A. Yes, I think that's the case to a certain degree. Strikes have brought new inquiries concerning air cargo. Their initial experience with flying their shipments

creates a new acquaintance and interest and we have been able to convert quite a few emergency air shippers to becoming regular air shippers. I don't want to give the false impression that air cargo is 100% perfect at the present time. It isn't. But BOAC, like all other cargo-minded air carriers, have gone a long way toward providing effective service to all kinds of shippers. The proof is in the constantly rising ton-mile figures.

## LET'S CONSULT

(Continued from Page 16)

or a savings by air of \$234.21. Time-wise, the comparison shows total time of four weeks in transit by surface, five days by air. Largest single cost-item saved by air freight was the cost of export packing (\$225). While direct shipping costs were higher by air than surface, other air freight savings made up the difference resulting in a net savings. These included savings on insurance of \$58.75, drayage \$52.41, and \$96.30 saved on duties, among lesser items saved. Comparisons applied to domestic shipments cover different, but similar, cost items applicable from factory to market.

Cost-comparisons such as these are helpful in evaluating air freight's application to a given situation. They do not, however, tell the complete story. Not that there are hidden costs which the shipper must look out for. Quite the contrary. There are hidden savings to be found in examination of the shipper's internal situation as it relates to air. This refers to the over-all costs of acquiring and handling inventory—the cost of ownership, as well as the complete costs of warehousing and handling. Complete distribution costs necessarily include many more items than point-to-point shipping costs plus other charges incidental thereto.

True evaluation of the application of air freight should take into consideration such distribution cost items as direct selling expense, cost of advertising and sales promotion, as well as transportation charges and complete costs of warehousing and handling. This involves, among other things, careful study of the financial costs of carrying inventory and analysis of capital turnover and profit when goods are moved by air freight as compared to surface means—in short, the reexamination of procurement and distribution policy.

A superficial cost-comparison of transportation rates only misses the mark by a wide margin. Some airlines

(Concluded on Page 25)



The numbered paragraphs below correspond with the numbers appearing in the coupon in this department. To order one or more pieces of literature, or other types of materials, at absolutely no charge to you or your firm, just encircle the corresponding number in the coupon, fill in the required information, and mail it in. *Air Transportation* will do the rest of the job.

**1** A new catalog which highlights various applications of cushion pads and blankets where shock, abrasion, marring, freeing, or dust presents a shipping or warehouse problem.

**2** How to Enter Canada, a valuable little booklet which provides complete information for visitors to that country.

**3** Is your company plane planning a business flight to Canada? You'll want to have this informative booklet, *Admission of Aircraft to Canada*. Includes regulations, airports, map, etc.

**4** Groups are invited to borrow KLM Royal Dutch Airlines' newest color film, *Meet the People*, which required more than 77,500 miles of air travel to produce. It tells the story of the importance of each KLM employee's role in running the world-wide airline.

**5** Here's a new eight-page catalog illustrating and describing Elwell-Parker's line of fork trucks, high- and low-lift platform trucks, and crane trucks.

**6** New bulletin describing and illustrating the Yale Warehouse Electric Truck with Extend-a-Fork.

**7** A comprehensive 64-page catalog illustrating and describing Hamilton's complete line of hand trucks, dollies, platform trucks, skids, etc. Includes full technical data and specifications.

**8** Streamline your office operations. Here's an interesting booklet providing full information on a small folding electric machine which will free your employees for more important work.

**9** Interesting case histories are featured in the latest issue of *Material Handling News*. All well illustrated.

**10** Samples and price list of pressure sensitive paper adhesive tapes.

**11** A handsome brochure describing the engineering and manufacturing facilities of Air Associates, Inc. Should be of interest to executive aircraft owners and operators.

**12** *Facts About Fork Trucks—The Gas vs. Electric Question*, an interesting folder which presents an objective study of the capabilities of gasoline- and electric-powered fork trucks operating under normal conditions.

**13** Information on a recently developed system which prevents jam-up of moving packages by guiding them from two merging conveyor lines into a single forward moving line.

**14** Details on a new marking pencil which will write on any wet, dry or frozen surface, glossy, delicate and soft or rough, painted and coarse.

**15** Descriptive literature on a complete line of hand trucks and accessories, including newly developed items.

**16** Literature on a new retractable position lock for casters trucks which the maker claims will allow 200% more ground clearance.

**17** What Can Go by "AQ," a colorful folder describing how to save by air-mailing "articles other than letters and postcards." International shippers will want to read this.

## New Items This Month

It is the policy of the editors to retain each Come 'n' Get It item for a period of three months.

The items added this month are numbers 34 to 42 inclusive.

**18** Operating data and specifications of the 12,000-pound capacity Hyster RT-120 fork lift truck.

**19** Got packing problems? Write for literature on steel strapping and steel strapping equipment.

**20** Descriptive brochures covering all aspects of the new Yale K-46 electric, stand-up, hydraulic lift truck.

**21** Record-conscious shippers and traffic departments will want to read the brochure, *Break Through Your Cost Barrier*, which shows how vital reports are speeded and valuable time of personnel is saved.

**22** Booklet on a system designed to move industrial trucks smoothly over any selected path, linking receiving, storage, sorting and shipping operations with an orderly flow of traffic.

**23** Complete details on a hand truck suitable for all light-duty work. Capacity of truck is 1,500 pounds.

**24** Information on a new light-weight gravity wheel strip conveyor which can handle an extensive range of materials.

**25** Information on an improved-type one-hand dispenser for all pressure-sensitive tapes.

**26** Here's a new bulletin describing and illustrating the 6,000-pound capacity Mercury Model 630 sit-down, center control fork truck.

**27** New all-freight schedules of the Flying Tiger Line.

**28** *How's Your Air View IQ?* is an interesting booklet containing aerial photos of a number of United States cities, coupled with some arguments on why to use air express.

**29** Descriptive material on the Barrett Model TTF-20 Hi-Lift walking-type telescopic tilting fork truck, designed for the economical moving and storing of pallet loads.

**30** How to get an extra dividend from the money you spend on your postage will be found in the helpful and interesting handbook, *Guide to Postmark Advertising*.

**31** Here's a four-page illustrated bulletin which shows the features and uses of one manufacturer's overhead trolley conveyors.

**32** Now available is an interesting broadside which provides 24 cost-cutting ideas with industrial trucks, taken from all major industries. Standard-type and specially designed models are covered.

**33** Are you thinking of adding a lift truck to your materials handling equipment? You may want to consult the reprint, *How to Select a Lift Truck*.

**34** Shippers of products weighing up to 100 pounds may be interested in reading a new brochure illustrating the various uses of a semi-automatic round steel strapping machine reportedly capable of 15 ties per minute. Illustrated uses range from the strapping of corrugated cartons to newspapers and welding rods.

SPECIAL SERVICE DEPARTMENT

AIR TRANSPORTATION

10 Bridge Street, New York 4, N.Y.

Gentlemen:

Place a circle around your selection.

Please send the free literature indicated below to the following:

NAME .....

TITLE .....

FIRM .....

ADDRESS .....

CITY ..... ZONE ..... STATE .....

1	2	3	4	5	6	7	8	9	10	11
12	13	14	15	16	17	18	19	20	21	22
23	24	25	26	27	28	29	30	31	32	33
34	35	36	37	38	39	40	41	42	■	■
100	101	102	103	104	105	106	107	108	109	110
111	112	113	114	115	116	117	118	119	120	121
122	123	124	125	126	127	128	129	130	131	132



**35** New single-page bulletin describing and illustrating a low-cost gravity wheel conveyor strip. Shows how conveyor strip can save handling costs four different ways.

**36** Designed for shippers and users of international air freight, here's BOAC's new booklet providing air cargo rates on the airline's transatlantic services. Gives concise listing of BOAC's normal rates from New York to 133 overseas points. Also outlines collect and COD services, valuation charges, insurance premiums, commodity rates, etc.

**37** Illustrated bulletin giving one manufacturer's complete line of magnesium hand trucks. Includes specifications, technical data, and a hand truck selection plan.

**38** How does modern materials handling equipment pay for itself out of its savings? Here's an interesting little folder which provides all the details.

**39** Planning a trip to another country? Ask for this valuable folder which lists import regulations, weights and measures, foreign money regulations, and currency conversion.

**40** Sample copy of the *American Import & Export Bulletin*, leading foreign trade monthly. Features vital data, news, and articles.

**41** Illustrated brochure on a magnesium hand truck designed to ease heavy loads up and down stairs and curbs with minimum effort.

**42** An interesting materials handling job study which shows how a manufacturer of stoves was able to reduce handling costs 66% through the use of a fork lift truck.

**100** Relaxing from those business pressures? Is Canada on your visiting list? If so, you will want to read *Canada—Vacations Unlimited*.

**101** The British-made *Viscount* is a newcomer to the skies over the United States. We recommend the interesting booklet, *Tinkering with the Turbine*. You'll like it.

**102** What are the advantages of liquefied petroleum gas power for industrial fork lift trucks? This brochure will give you the why and wherefore.

**103** *How to Make Your Shipping Dollars Go Further*, a descriptive brochure on the subject of shipping tapes.

**104** *How to Cut Costs*, an illustrated booklet on how shippers can save money through the proper use of the right gummed sealing tape.

**105** Shipping to Latin America? Write for descriptive brochure on *ASA International Airlines'* all-cargo service.

**106** *Export Packing*, a guide to proper application of nailed wooden containers for overseas shipments. Does not apply, in most cases, to air shipments.

**107** Do you use the Post Office services for some of your shipments? Ask for this humorous though informative folder, *Pictons for People Who Mail Packages*.

**108** Perhaps your business or civic group would like to borrow TWA's popular film, *Air Adventure to Europe*.

**109** *Your Employees' Time is Too Valuable to Waste*, an informative new booklet showing how to save time and money on counting and marking various paper forms.

**110** Here's a new 16-page catalog showing the entire line of one manufacturer's conveying equipment.

**111** Cargo Memorandum Tariff No. 1 of Airwork Atlantic, scheduled transatlantic airfreight carrier.

**112** New Air Express Memorandum Tariff, providing rate schedule from the airport that serves your community to all U. S. airport cities.

**113** Here's a new and valuable combination time calculator and converter of yen to dollars. Disc-shaped, this gadget will not only provide an automatic method of showing the standard

times in capitols throughout the world, but also automatically converts the currencies of Japan and the United States.

**114** *Uncle Sam's Best Buy* is an interesting booklet which shows how the scheduled airlines of the United States are serving the country's commerce, postal service, and the national defense.

**115** This enjoyable as well as informative folder titled, *Biggest Buys in History*, will give you the low-down on the value of air express to the shipper.

**116** Air Freight Memorandum Tariff of Inter-Maritime Forwarding Company, Inc.

**117** Air Freight Memorandum Tariff of Hansel, Bruckmann, and Lorbacher, Inc.

**118** Readers interested in foreign trade and foreign travel will want to have a copy of this valuable folder, *Official Money and Exchange Rates*.

**119** Descriptive leaflet on the Ideal Quarter, 1/4-inch stencil cutting machine which assures parallel lines and positive character and word spacing.

**120** *Package Laboratory News*, an eight-page booklet illustrating a variety of outstanding packaging jobs.

**121** Interested groups may wish to borrow one or more of five interesting 16 mm. color films. Titles: *Along Japan's Highway; Holiday in Japan; Gateway to Japan; Kimono; Colorful Nikko*.

**122** The 1955 *New York State Airport Map and Directory*, showing 263 landing facilities and 700 air-marked communities.

## LET'S CONSULT

(Continued from Page 23)

and freight forwarders are now digging deeper in the analytical application of air freight to specific shipper situations. For example, one major airline has trained a group of specialists for the specific purpose of making such complete analytical applications of air freight to given industry situations. Another has started a similar program.

Such airline and freight forwarder economic analytical specialists are, however, an exception rather than the rule due to the costs of maintaining such staffs, conducting applicable studies, and making the necessary analyses and recommendations for implementation. Most usual shipper-assistance on these matters is still a rather limited cost comparison of direct and allied transportation costs, surface vs. air freight.

As a result, alert managements in many companies, including the airlines and freight forwarders, are turning to independent management and transportation specialists who are available on a consulting basis. The successful manager or executive today cannot and should not take the time to devote himself exclusively to a special problem. If he does, he will divert his efforts from essential daily operations and necessary long range planning. Accordingly, it is common practice today to turn over problems in advertising, law, auditing, public relations, and general management to specialists in these fields.

**123** The 1955 edition of the *Pennsylvania Aeronautical Chart*, featuring Omni Stations and Airways.

**124** Here's a new eight-page brochure illustrating and describing the application of the steel strapping equipment and accessory items of one manufacturer.

**125** Air Cargo Memorandum Tariff of Sabena Belgian World Airlines.

**126** Enlightening area study on Ecuador, part of a series of reports on *Government's Role in Latin America's Development*.

**127** Here's another one of those excellent folders produced by the Air Express Division of REA. This one is called, *Whodunnit?* It's "a capsule commentary on notable achievements in graphic arts."

**128** All about Pan American World Airways' Family Fare Plan—this one written with the woman in mind.

**129** New 28-page catalog showing the complete line of Rapistan casters and wheels for light- and heavy-duty use on all types of portable equipment.

**130** Nine persons tell how they saved mailing time, cut postage costs, and gained a new postal convenience with metered mail. Read *What's Right with This Picture?*

**131** New bulletin which lists the complete range of Baker-Raulang industrial trucks.

**132** Descriptive literature and tariffs of American Shippers, Inc., domestic and international air freight forwarders.

As air freight reaches maturity, more and more successful managements are also referring the vital matter of the effective application of air freight to procurement and distribution to a consulting specialist in this field. This has the advantage of supplementing their experience with the fresh outlook and specialized experience of a consultant, without adding to existing staff or fixed overhead on a permanent basis. Costs involved are frequently less by far than the salary and other overhead expenses of a new employee. Permanent arrangements and commitments need not be made. Yet continuing assistance is available whenever required.

Such an arrangement is highly desirable in new operations requiring initial flexibility until the operation and organization can be realistically stabilized on a continuing basis. • • •

## CONGRATULATIONS

(Continued from Page 11)

### Foreign Airlines

**Air France:** Eugene S. Carrara (ex-American) named manager of industrial relations.

**Airwork Atlantic:** Nikolaus Serkes (ex-AEI) appointed reservations superintendent . . . William A. Barnett (ex-Inter-Ocean Steamship; Furness, Withy) named regional sales manager for Los Angeles.

**Avensa:** Joseph R. Pardo (ex-Pan Am) appointed sales representative in Florida . . . Willis H. McLean (ex-Pan Am) named traffic representative in Miami.

**Lufthansa:** Joerg W. Paetow (ex-Hensel, Bruckmann & Lorbacher) appointed cargo sales supervisor . . . Peter R. Osendorf (ex-KLM) now serving as Midwest regional manager.

# AIR SHIPPING

(REG. U. S. PAT. OFF.)

## International Airline Cargo Rates (including U. S. possessions and territories)

Air cargo rates quoted in this section refer only to points served direct by carriers, or by transshipment aboard aircraft of the same company. Interline agreements among most carriers enable shippers to route their cargoes via connecting airlines to nearly every part of the world. Rates are based on prevailing tariffs, airport to airport (see note). Shippers are warned, however, that these rates are subject to change.

All international rates are quoted on an airport-to-airport service, with the pickup and delivery charges wholly apart. Air carriers whose schedules and rates are included here are indicated by the letter following the airport symbol (see below).

### AIRPORT SYMBOLS

ACQ—Anchorage	MEX—Mexico City
BAL—Baltimore	MIA—Miami
BGR—Bangor, Me.	MKE—Milwaukee
BUJ—Beaumont, Tex.	MSP—Minneapolis-St. Paul
BOS—Boston	MOB—Mobile
BRO—Brownsville, Tex.	YML—Montreal
BTW—Burlington, Vt.	MSY—New Orleans
CHS—Charleston, S. C.	LGA—New York (La Guardia)
CHI—Chicago	IDL—New York (Idlewild)
CLE—Cleveland	ENW—Newark
GRP—Corpus Christi, Tex.	ORF—Norfolk
CTB—Cut Bank, Mont.	NLD—Nuevo Laredo, Mex.
DAL—Dallas	OAK—Oakland, Calif.
DEW—Denver	OMA—Omaha, Neb.
VIP—Detroit	PUK—Paducah, Ky.
DLH—Duluth	PIA—Peoria, Ill.
ELD—El Dorado, Ark.	PHL—Philadelphia
ELP—El Paso	PIT—Pittsburgh
EVV—Evansville, Ind.	PDX—Portland, Ore.
FTW—Fort Worth, Ind.	PVD—Providence
GFK—Grand Forks, N. D.	STL—St. Louis
GRW—Greenwood, Miss.	PIE—St. Petersburg
BDL—Hartford	SLC—Salt Lake City
HAV—Havana	SAT—San Antonio
HOT—Hot Springs, Ark.	SFO—San Francisco
HOU—Houston	SAV—Savannah
HNL—Honolulu	SMY—Seattle
IND—Indianapolis	SHV—Shreveport, La.
JAN—Jackson, Miss.	GEO—Spokane, Wash.
JAX—Jacksonville	SGF—Springfield, Mo.
MKC—Kansas City, Mo.	TPA—Tampa
KIN—Kingston, Jam.	HUF—Terre Haute, Ind.
LRO—Laredo	TOL—Toledo, Ohio
LIT—Little Rock, Ark.	YTO—Toronto, Ont.
LAX—Los Angeles	YVR—Vancouver, B. C.
MEM—Memphis	DCA—Washington D. C.

### AIRLINE SYMBOLS

A—American Airlines
AF—Air France
AS—Aerovias Sud Americanas
AV—Avianca
AW—Airwork Atlantic, Ltd.
B—British International Airways
BO—British Overseas Airways Corp.
BZ—Brazilian International Airways
C—Colonial Airlines
DC—Delta-C. & S. Air Lines

E—Eastern Air Lines
EL—El Al (Israel Airlines)
I—Icelandic Airlines
IB—Iberia Air Lines of Spain
J—Japan Airlines
K—KLM Royal Dutch Airlines
LI—Lines Aeree Italiane (Italian Airlines)
LU—Lufthansa German Airlines
LV—Lineas Aeropostal Venezolanas
N—National Airlines
NE—Northeast Airlines
NW—Northwest Airlines
P—Pan American World Airways and Panagra
Q—Qantas Empire Airways
R—Riddle Airlines
RA—RANSA
S—Sabena Belgian Airlines
SS—Scandinavian Airlines System
SW—Seahound & Western Airlines
SR—Swinsair
T—Trans-Canada Air Lines
TA—TACA International Airlines
TL—Transocean Air Lines
TN—TAN Airlines
TR—Trans World Airlines
U—United Air Lines
V—VARIG Airlines
W—Western Air Lines

### SPECIAL NOTES

COMMODITY RATES: Apply to airlines.  
FREIGHT OVER 1,000 POUNDS—Apply to airline for rates.

AF: Valuation charge is applicable only on shipments equal to or more than \$7.48 per gross pound.

AW—B—K—P: Valuation charge is only on shipments with a declared valuation in excess of \$7.48 per gross pound.

L: Shipments of less than 22 lbs. are sent air express.

T: More economical rates are offered for bulk cargo. There is a basic rate for cargoes 25 pounds and less, between 25 pounds and 100 pounds, and over 100 pounds. Consult the airline direct.

TC: Cheaper "deferred" rate available. Contact airline direct.

### RATE SYMBOLS

- \* This involves onward carriage by another airline.
- \*\* Per \$100 (Canadian Currency) value, pro-rata.
- † Minimum charge for this shipment is that for 25 lbs.
- ‡ Rate of 25 lbs. or less.
- § Minimum weight 50 lbs.
- ¶ Per hundredweight.
- ‡ Minimum charge per shipment \$3.00.
- ‡‡ Minimum charge per shipment \$4.00.
- ‡‡‡ Minimum charge per shipment \$7.00.
- ‡‡‡‡ Minimum charge per shipment \$8.00.
- c Canadian Currency.
- d Daily freighter service.
- e Minimum charge under 100 lbs.
- im Truck to Miami.

### RATES

(See Note)

Destination	Airport and Airline	Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Depart
Amsterdam (cont'd)	CHI AF	1.22	92	40	
"	YML AF	1.12	85	30	
"	IDL K	1.17	88	20	Dly
"	YML K	1.12	84	22	M, Th, Sa
"	IDL NW	97	78		
Anchorage, Alaska	SEA NW	23	17	12	Dly
"	MSP NW	41	31	18	Dly
"	IDL NW	83	39		Dly
"	CHI NW	44	33		Dly
Antigua, B.W.I.	IDL P	34	26	18	Su, W
"	MIA P	28	19	15	Su, W
"	MIA BO	25	19	15	W, Sa
"	IDL BO	34	26	18	M, W, Sa
Antilla, Cuba	MIA P	20	15	15	Dly
Antofagasta, Chile	MIA P	1.13	85	20	M, Th, F
"	MSY P	1.19	90	20	Su, W, Th
"	HOU P	1.22	92	25	Th, Sa
"	BRO P	1.22	92	25	Sa, W, Th
"	LAX P	1.36	1.02	35	Su, Th
Antwerp, Belgium	IDL S	1.17	88		Dly
"	IDL BO	1.18	88		Dly
"	BOS BO	1.16	87		Th
"	YML BO	1.13	85		Sa, T, W, Sa
Araquari, Brazil	IDL P	1.55	1.55	20	Dly
"	MIA P	1.26	1.26	20	W, Sa
"	MSY P	1.53	1.53	20	T, Th
"	HOU P	1.68	1.68	20	Su, W
"	BRO P	1.60	1.60	20	T, Th
"	LAX P	1.90	1.90	20	M, W, F
Araguari, Brazil	MIA BZ	1.13	75		M, W, F
Arecibo, P. R.	MIA R	1.12	85		Dly
"	IDL R	23	20		Dly
Arequipa, Peru	MIA P	1.00	75	20	Su
"	MSY P	1.07	80	20	Su
"	HOU P	1.09	82	20	Sa
"	BRO P	1.09	82	20	Sa
"	LAX P	1.22	92	20	Th
Arica, Chile	MIA P	1.07	80	20	Sa
"	MSY P	1.12	85	20	Sa
"	HOU P	1.16	87	20	Sa
"	BRO P	1.16	87	20	Sa
"	LAX P	1.22	92	20	Su
Armenia, Colombia	MIA AV	54	41	15	M, T, W, F, Su
"	IDL AV	64	47		Sa, T, W, Th, Sa
"	MSY P	60	45		Su, W
"	HOU P	63	48		Su, W
"	BRO P	63	48		M, Th, Sa
"	LAX P	77	58		Su, T, Th
Aruba, N.W.I.	MIA K	30	22	15	Dly
"	YML K	45	35	15	Dly
"	MIA RN	40	23	15	Dly
Asmara, Eritrea	IDL BO	2.07	1.56	25	Dly
"	BOS BO	2.06	1.54	25	Dly
"	IDL SR	2.08	1.56	25	Dly except M
Asuncion, Paraguay	BRO B	1.49	1.12	40	M, F
"	CHI B	1.50	1.13	40	M, F
"	CHP B	1.49	1.12	40	M, F
"	DAL B	1.50	1.13	40	M, F
"	FTW B	1.50	1.13	40	M, F
"	HOU B	1.49	1.12	40	M, F
"	LRD B	1.55	1.16	40	M, F
"	MIA B	1.39	1.04	40	M, F
"	SAT B	1.50	1.13	40	M, F
"	IDL P	1.47	1.11		Th
"	HOU P	1.49	1.12		W, F
"	BRO P	1.49	1.12		Th
"	LAX P	1.39	1.08		T, Th
"	MIA P	1.39	1.08		Dly
Athens, Greece	IDL LI	1.59	1.19	25	M, W, F
"	IDL BO	1.61	1.21	25	Dly
"	MIA BO	1.72	1.31	25	Dly
"	BOS BO	1.59	1.19	25	Dly
"	IDL AF	1.61	1.21	40	Sa, T, W, F
"	BOS AF	1.59	1.19	40	Sa
"	CHI AF	1.65	1.26	40	W, Su
"	YML AF	1.56	1.17	40	W, Su
"	IDL K	1.61	1.21	20	M, T, Th, F
"	YML K	1.56	1.17	25	M, Th
"	IDL EL	1.61	1.21	25	Sa, F
"	IDL SS	1.61	1.21	40	Sa, F
"	LAX SS	1.87	1.40	40	M, W, Sa
"	IDL TW	1.61	1.21	40	Dly except Sa
"	CHI TW	1.56	1.17	40	Dly
"	PHL TW	1.62	1.22	40	Dly except Sa
"	MKC TW	1.73	1.32	40	Dly
"	LAX TW	1.87	1.46	40	Dly
"	BOS TW	1.59	1.19	40	M, Th
"	IDL S	1.61	1.21	30	Sa, T, F
"	IDL SR	1.61	1.21	40	Dly
"	IDL RW	1.28	0.93	30	
Auckland, N. Z.	LAX P	2.04	1.53	20	M, W, Sa
"	SFO P	2.04	1.53	20	M, W, Sa
"	FDX P	2.04	1.53	20	M, T, F
"	SEA P	2.04	1.53	20	M, T, F
"	SFO Q	2.04	1.53	20	M, W, F
"	YVR Q	2.04	1.53	20	Su
"	BRO Q	3.89	2.92	25	Th, Sa
"	IDL BO	3.91	2.93	25	Dly

Destination	Airport and Airline	Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Depart
Aalborg, Denmark	IDL SS	1.28	98		Sa, T, Th
"	LAX SS	1.31	1.19		M, W, Sa
Abadan, Iran	IDL SS	1.97	1.47		T, Th
Abidjan, Ivory Coast	IDL AF	1.76	1.33	40	T, Th, Sa, M, W
"	BOS AF	1.76	1.33	40	Sa
"	CHI AF	1.84	1.39	40	W, Sa
"	YML AF	1.74	1.31	25	W, Sa
Abo, Finland	IDL SS	1.32	1.00	35	Dly
Accra, Br. Gold Coast	IDL P	1.78	1.34	25	Sa, Th
"	BOS P	1.76	1.32	25	Th
"	BOS BO	1.76	1.32	25	Th, Sa
"	IDL BO	1.78	1.33	25	Dly
"	IDL AF	1.76	1.33	40	M, Th
"	BOS AF	1.76	1.33	40	Sa
"	CHI AF	1.84	1.39	40	W, Sa
"	YML AF	1.74	1.30	40	W, Sa
Addis Ababa, Ethiopia	IDL BO	2.22	1.66	25	Dly
"	BOS BO	2.20	1.65	25	Th, Sa
Aden, Aden	IDL BO	2.20	1.66	25	Dly
"	BOS BO	2.20	1.65	25	Th, Sa
Almadah, India	IDL BO	2.41	1.81	25	Dly
Algeria, Algeria	IDL AF	1.27	96	40	Dly except Sa
"	BOS AF	1.26	95	40	Sa
"	CHI AF	1.33	1.01	40	W, Sa
"	YML AF	1.24	93	40	W, Sa
Albertville, Belgian Congo	IDL S	2.19	1.64	40	Th
Alexandria, Egypt	IDL LI	1.64	1.23	25	

Destination	Airport and Airline	Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Depart
Algiers, Algeria	IDL TW	1.34	1.00	40	T
"	IDL AF	1.34	1.00	40	Dly
"	BOS AF	1.32	99	40	Sa
"	CHI AF	1.39	1.06	40	W, Sa
"	YML AF	1.30	97	40	W, Sa
"	BOS TW	1.32	99	40	T
"	CHI TW	1.39	1.06	40	T
"	PHL TW	1.35	1.02	40	T
"	MKC TW	1.47	1.11	40	T
"	LAX TW	1.61	1.26	40	M
"	IDL BO	1.34	1.00	40	T
"	BOS BO	1.32	99	40	T
Aleppo, Syria	IDL AF	1.79	1.34	40	T, Th, Sa
"	BOS AF	1.77	1.33	40	Sa
Amman, Trans Jordan	IDL BO	1.75	1.32	25	
"	BOS BO	1.73	1.30	25	
Amsterdam, Neth.	IDL S	1.17	88	30	Dly
"	IDL BO	1.17	88	30	Dly
"	BOS BO	1.16	86	20	Th, Sa
"	MIA BO	1.28	98	20	W, Sa
"	IDL P	1.17	88	20	Dly ex. Th
"	BOS P	1.15	86	20	Dly ex. Th
"	IDL SS	1.17	88	30	Dly
"	LAX SS	1.43	1.13	40	M, W, Sa
"	IDL SR	1.17	88	30	Dly
"	IDL AF	1.17	88	30	Dly
"	BOS AF	1.15	86	30	

# INTERNATIONAL AIR CARGO RATE TABLES—Continued

RATES (See Note)					RATES (See Note)					RATES (See Note)							
Destination	Airport and Airline	(Un- der 100 Lbs.)	(Over 100 Lbs.)	Per \$100 Value	Depart	Destination	Airport and Airline	(Un- der 100 Lbs.)	(Over 100 Lbs.)	Per \$100 Value	Depart	Destination	Airport and Airline	(Un- der 100 Lbs.)	(Over 100 Lbs.)	Per \$100 Value	Depart
Bahdad, Iraq	IDL BO	1.93	1.45	25	Dly	Barcelona (cont'd)	MSY DC	45	30	15	Dly	Belize, Br. Hond.	MSY TA	33	16	W.Sa	
"	BOS BO	1.91	1.43	25	Th.Sa	"	IDL LV	31	39	15	Dly except M	"	MEX TA	33	24	15	W.Sa
"	IDL K	1.89	1.42	20	M,W,F	"	MIA RN	41	51	15	W	"	IDL BO	63	48	15	F.Sa,Su
"	YML K	1.85	1.39	25	M	Barranca, Bermeja, Col.	MIA AV	54	41	15	Dly ex. M,F	"	MIA BO	53	40	15	W.Sa
"	IDL SR	1.93	1.45	40	W,F	"	IDL AV	64	48	15	Dly ex. M,F	"	PIE AS	25	14	Dly	
"	IDL P	1.93	1.45	25	M,W,F,Sa	"	MIA P	54	41	15	Dly	"	MIA TN	20	15	15	M,Th
"	BOS P	1.91	1.43	25	M,W,F,Sa	"	MSY P	60	45	15	M,T,Th,F,Sa	Bello-Horizonte, Brazil	IDL P	1.65	1.45	20	Dly except M
"	IDL AF	1.93	1.45	40	Su,T,W	"	BRO P	63	48	15	M,Th,Sa	"	MIA P	1.44	1.44	20	T,Th,Sa
"	BOS AF	1.91	1.43	40	Sa	"	HOU P	63	48	15	Sa,W	"	MSY P	1.56	1.56	20	M,F
"	YML AF	1.89	1.42	40	W.Sa	Barranquilla, Col.	MIA AV	39	20	15	Dly ex. M,F	"	HOU P	1.77	1.77	20	M,F
"	CHI AF	1.98	1.50	40	W.Sa	"	IDL AV	49	37	15	M,F	"	BRO P	1.69	1.69	20	T,Th
"	IDL EL	1.93	1.45	25	Su,T,F	"	MSY P	45	34	15	M,F	"	LAX P	1.99	1.99	20	M,W,F
"	IDL SR	1.93	1.45	40		"	HOU P	48	37	15	Su,T,Th	Bergen, Norway	IDL BO	1.36	1.02	25	Dly
Bahia, Brazil (See San Salvador)						"	BRO P	48	37	15	T,Th	"	IDL SR	1.24	93	Dly except Sa	
Bahrain, Arabia	IDL BO	2.04	1.53	25	Dly	"	LAX P	63	47	15	M,W,F	"	LAX SR	1.81	1.19	M,W,Sa	
"	BOS BO	2.03	1.52	25	W.Sa	"	MIA K	39	29	15	T,W,F,Sa	Berlin, Germany	IDL BO	1.50	98	25	Dly
Bahwa, Canal Zone	IDL S	2.34	1.75	40	M,Th	"	YML K	34	41	15	M	"	BOS BO	1.28	97	25	W.Sa
"	MIA P	39	20	15	Dly	"	IDL K	49	37	15	Su,T,F	"	IDL AF	1.30	98	40	Dly
"	MSY P	45	34	15	Dly ex. M,F	Basankusu, Belgian Congo	IDL S	2.25	1.69	40	Sa,Su	"	BOS AF	1.28	97	40	F
"	HOU P	48	37	15	Dly	Basle, Switzerland	IDL SR	1.24	93	40	Dly	"	CHI AF	1.56	1.03	40	
"	BRO P	48	37	15	Dly except Su	"	IDL BO	1.24	93	25	Dly	"	YML AF	1.26	95	40	
"	LAX P	61	45	15	T,Th,Sa	"	BOS BO	1.22	92	20	Th,Sa	"	BOS P	1.28	97	25	Dly
"	HRO B	48	36	20	Su,M,Sa	"	IDL AF	1.22	93	40		"	IDL P	1.31	98	25	Dly
"	CRP B	48	36	20	M	"	BOS AF	1.22	92	40		"	IDL SR	1.30	98	40	Dly
"	DAL B	51	38	20	Su,M,Sa	"	CHI AF	1.20	92	40		"	IDL S	1.30	98	40	M,F
"	FTW B	51	38	20	Su,M,Sa	"	IDL AW	1.24	93	40	Th	"	IDL SR	1.30	98	40	Dly
"	HOU B	48	36	20	Su,M,Sa	"	YML AW	1.20	90	30	Th	Bermuda	LGA C	20	15	10	Dly
"	LRD B	54	41	20	Su,M,Sa	"	YML AF	1.20	90	30	Th	"	DCA C	15	10	10	Sa,M
"	MIA B	39	20	20	Dly	"	IDL SR	1.24	93	40	Dly	"	IDL P	20	15	07	Dly
"	SAT B	51	38	20	M,Th,F,Sa	Basra, Iraq	IDL K	1.93	1.45	20	W.Sa	"	BOS P	20	15	07	Dly
"	MSY TA	45	34	20	W.Sa	"	YML K	1.80	1.42	25	Sa	"	YML T**	25	19	05	Sa,W
Bamako, Fr. W. Afr.	IDL AF	1.78	1.33	40	Th	"	MIA BO	2.05	1.56	25	W.Sa	"	YTO T**	25	19	05	Sa,W
"	BOS AF	1.76	1.32	40	Sa	"	BOS BO	1.85	1.46	20	Th,Sa	"	BOS BO	20	15	05	Th,Sa
"	CHI AF	1.84	1.39	40	W.Sa	"	IDL BO	1.86	1.47	20	Dly	"	MIA BO	25	19	05	W.Sa
"	YML AF	1.74	1.30	40	W.Fa	"	IDL TW	1.96	1.47	40	Sa,T	"	IDL BO	20	15	07	Su,F,Sa
Bangkok, Siam	IDL P	2.86	2.15	33	Dly except Th	"	PHL TW	1.98	1.49	40	Sa,T	Berne, Switzerland	IDL BO	1.24	93	25	Dly
"	PDX P	2.77	2.08	33	Su,T,Th	"	CHI TW	2.02	1.52	40	Sa,T	"	IDL SR	1.24	93	40	Dly
"	SEA P	2.77	2.08	33	Su,T,Th	"	MKT TW	2.09	1.58	40	Sa,T	"	BOS BO	1.96	80	20	Th,Sa
"	LAX P	2.77	2.08	33	M,W,F,Sa	"	LAX TW	2.13	1.73	40	M,Sa	"	IDL BO	1.08	81	20	Dly
"	BOS P	2.99	2.25	33	Dly except Th	"	IDL P	1.96	1.47	25	W	"	IDL BO	2.06	1.57	25	Dly
"	SFO P	2.77	2.08	33	Su,T,Th	"	BOS P	1.95	1.46	25	W	"	BOS BO	2.07	1.55	25	W.Sa
"	IDL SR	2.86	2.15	40	T,Th,Sa	"	IDL SR	1.95	1.47	40		"	IDL BO	2.17	1.63	25	Dly
"	LAX SR	2.86	2.15	40	M,W,Sa	Bastia, Corsica	IDL AF	1.27	96	40	Dly except F	"	BOS BO	2.15	1.61	25	W.Sa
"	IDL AF	2.86	2.15	40	Sa	"	BOS AF	1.26	95	40	Sa	"	IDL AF	2.09	1.56	40	W
"	BOS AF	2.84	2.13	40	Sa	"	CHI AF	1.33	1.01	40	W.Sa	"	BOS AF	2.07	1.55	40	Sa
"	CHI AF	2.92	2.20	40	W.Sa	"	YML AF	1.34	93	40	W.Sa	"	CHI AF	2.15	1.62	40	W.Sa
"	YML AF	2.82	2.13	40	W.Sa	Bayamo, Cuba	MIA P	1.14	07	Dly	"	YML AF	2.08	1.53	40	W.Sa	
"	IDL BO	2.86	2.15	33	Dly	Beirut, Lebanon	IDL AF	1.75	1.32	40	Su,T,W,F,Sa	"	IDL S	2.22	1.67	40	Th,Sa
"	BOS BO	2.84	2.13	33	Th,Sa	"	BOS AF	1.73	1.30	40	Sa	Borde, Bel. Congo	MSY P	60	45	15	Sa,W
"	IDL K	3.01	2.25	33	Dly	"	CHI AF	1.81	1.37	40	W.Sa	Bogeta, Colombia	IDL AV	64	48	15	M,T,W,F,Su
"	YML K	2.74	2.05	27	M,Th,Sa	"	YML AF	1.71	1.29	40	W.Sa	"	MIA AV	54	41	15	Dly ex. Th,Sa
Bangui, Fr. Eq. Afr.	IDL SR	2.86	2.15	40	T	"	IDL SR	1.75	1.32	40	Dly	"	PIE AS	50	28	23	Sa,W
"	IDL S	2.30	1.75	40	T	"	LAX SR	2.02	1.57	M		Bombay, India	IDL BO	2.44	1.83	25	Dly
"	IDL AF	2.09	1.56	40	Sa	"	IDL S	1.75	1.32	40	Sa	"	MIA BO	2.40	1.88	25	W.Sa
"	BOS AF	2.07	1.55	40	Sa	"	IDL P	1.75	1.32	20	M,W,F,Sa	"	BOS BO	2.42	1.81	25	Th,Sa
"	CHI AF	2.15	1.62	40	W.Sa	"	BOS P	1.74	1.30	20	M,W,F,Sa	"	CHI TW	2.50	1.86	40	Su,T
"	YML AF	2.05	1.53	40	W.Sa	"	IDL K	1.75	1.32	25	Dly except F	"	IDL TW	2.44	1.83	40	Su,T
Ban'ville, Bel. Con.	IDL S	2.18	1.63	40	Sa	"	YML K	1.71	1.28	25	M,Sa,Th	"	PHL TW	2.46	1.85	40	Su,T
Baracoa, Cuba	MIA P	18	14	07	Dly	"	IDL BO	1.75	1.32	25	Dly	"	MKT TW	2.57	1.94	40	Su,T
Barbados, B.W.I.	IDL BO	44	33	15	Dly	"	MIA BO	1.84	1.39	25	W.Sa	"	LAX TW	2.71	2.09	40	Sa,M
"	MIA BO	40	30	15	Dly	"	BOS BO	1.73	1.30	25	Th,Sa	"	IDL SR	2.44	1.83	40	Su,T
Barcelona, Spain	IDL AF	1.27	95	40	Sa,T,F	"	YML BO	1.68	1.26	25	M,W,F,Sa	Bonaire, N.W.I.	MIA K	30	23	15	Dly
"	BOS AF	1.25	94	40	Sa	"	IDL SR	1.75	1.32	40	Dly	Bordeaux, France	IDL AF	1.22	91	40	M,W,Th,F
"	CHI AF	1.32	1.00	40	W.Sa	Belem, Brazil	IDL P	.94	.71	30	Su,T,W	"	BOS AF	1.20	90	30	Sa
"	YML AF	1.22	92	40	W.Sa	"	MIA P	.89	.67	30	Sa	"	CHI AF	1.27	97	40	W.Sa
"	IDL IB	1.27	95	25	M,W,F	"	MSY P	1.28	.97	25	Su,W	"	YML AF	1.18	.88	30	W.Sa
"	IDL S	1.27	95	40	M,Th	"	HOU P	1.38	1.04	25	T,Th	"	IDL BO	1.22	91	25	Dly
"	IDL P	1.27	95	25	M,F	"	BRO P	1.31	.98	25	T,Th	Brazzaville, Fr. Eq. Afr.	IDL AF	2.09	1.56	40	M,T,Sa
"	BOS P	1.25	94	25	M,F	"	LAX P	1.56	.96	25	T	"	BOS AF	2.07	1.55	40	W.Sa
"	IDL SR	1.27	95	40	Dly	"	IDL V	.94	.71	20	Sa	"	CHI AF	2.15	1.62	40	W.Sa
"	IDL SR	1.27	95	40	M,F	"	IDL AL	.94	.68	F		"	YML AF	2.05	1.53	40	W.Sa
"	LAX SR	1.53	1.21	M,W		Belfast, N. Ireland	IDL BO	1.08	.81	20	Dly	"	IDL BO	2.09	1.56	25	
"	IDL BO	1.27	95	25	Dly	"	MIA BO	1.10	.91	20	W.Sa	"	BOS BO	2.07	1.55	25	
"	MIA BO	1.38	1.05	20	W.Sa	"	BOS BO	1.06	.79	20	Th,Sa	"	IDL K	2.07	1.56	33	F,Sa
"	BOS BO	1.25	94	25	Th,Sa	"	IDL SR	1.08	.81	30	Dly	"	YML K	2.05	1.53	25	Sa
"	IDL K	1.27	95	25	Th,Sa,Su,T	Belgrade, Yugoslavia	IDL SR	1.08	.81	30	Su,T,Th,Sa	"	IDL SR	1.24	93	40	Dly
Barcelona, Venezuela	CHI DC	52	35	15	Dly	"	IDL K	1.52	1.14	25	Th,Sa	"	LAX SR	1.67	1.11	25	Dly except Su
"	YIP DC	52	35	15	Dly	"	BOS BO	1.50	1.12	25	Th,Sa	"	IDL P	1.24	93	20	M,Th,Sa
"	HOU DC	49	34	15	Dly	"	IDL S	1.52	1.14	40	Th	"	BOS P	1.22	92	20	Sa
"	MEM DC	40	32	15	Dly	"	IDL K	1.52	1.14	Dly	"	IDL K	1.24	93	25	Dly	

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## INTERNATIONAL AIR CARGO RATE TABLES—Continued

Destination	Airport and Airline	RATES (See Note)				Depart
		Per 100 Lbs. (U.S. Lbs.)	Per 100 Lbs. (U.S. Lbs.)	Per 100 Lbs. (U.S. Lbs.)	Per 100 Lbs. (U.S. Lbs.)	
Bremen (cont'd)	IDL BO	1.24	93	25	Dly	
"	IDL SR	1.24	93	40	Dly	
Bridgetown	YML T	49	37	15	**W	
Brindisi, Aust.	YTO T	49	37	15	**W	
"	IDL AF	3.44	2.57	40	F	
"	BOS AF	3.42	2.57	40	Sa	
"	CHI AF	3.50	2.63	40	W,Sa	
"	YML AF	3.40	2.55	40	W,Sa	
Bromela, Belgium	IDL B	1.17	88	30	Dly	
"	IDL P	1.17	88	30	Dly	
"	BOS P	1.15	86	30	Dly	
"	IDL SW	92	73	20	Dly	
"	IDL SR	1.17	88	40	Dly	
"	LAX SR	1.43	1.13	40	M,W,Sa	
"	IDL AF	1.17	88	30	Dly	
"	BOS AF	1.15	86	30	T,Th	
"	CHI AF	1.22	93	40	Dly	
"	YML AF	1.12	84	30	Dly	
"	IDL K	1.17	84	30	Dly	
"	YML K	1.12	84	30	M,Th,Sa	
"	IDL BO	1.17	84	30	M,Th,Sa	
"	IDL SR	1.17	84	30	M,Th,Sa	
Buenamanga, Colombia	MIA AV	54	41	15	Dly ex. Th,Sa	
"	IDL AV	64	48	15	Dly	
"	HOU P	63	48	15	Sa,W	
"	LAX P	77	58	15	Su,T,Th	
Bucharest, Rumania	IDL SR	1.63	1.22	W		
"	YML T	1.59	1.29	W		
Budapest, Hungary	IDL SR	1.49	1.12	W		
"	YML T	1.45	1.09	W		
"	IDL SR	1.49	1.12	40	Dly ex. Su,T	
Bumba, Bel. Congo	IDL S	2.19	1.64	25	Sa	
Buenos Aires, Argentina	IDL P	1.55	1.18	20	Dly	
"	MIA P	1.47	1.10	20	Dly	
"	MSY P	1.53	1.15	20	M,F	
"	HOU P	1.56	1.17	20	Su,W,Th	
"	BRO P	1.55	1.16	20	Dly except Su	
"	LAX P	1.60	1.27	20	W,F	
"	IDL V	1.55	1.16	20	Sa	
"	BRO B	1.56	1.17	40	M,F	
"	CRP B	1.56	1.17	40	M,F	
"	DAL B	1.59	1.20	40	M,F	
"	FTW B	1.59	1.20	40	M,F	
"	HOU B	1.56	1.17	40	M,F	
"	LID B	1.61	1.21	40	M,F	
"	MIA B	1.47	1.10	40	M,F	
"	SAT B	1.56	1.17	40	M,F	
Bukavu, Bel. Con.	IDL S	2.09	1.56	40	Dly	
"	IDL S	2.09	1.56	40	Dly	
Bulawayo, S. Rhodesia	IDL BO	2.09	1.57	20	Dly	
"	MIA BO	2.15	1.63	20	W,Sa	
"	BOS BO	2.07	1.55	20	Th,Sa	
Cagliari, Italy	IDL LI	1.46	1.00	25	Dly except Su	
Calabari, Cuba	MIA P	14	11	07	Dly	
Cairo, Egypt	IDL S	1.75	1.32	25	Dly	
"	IDL BO	1.75	1.32	25	Dly	
"	MIA BO	1.84	1.39	25	Th,Sa	
"	IDL AF	1.75	1.32	40	T,W,Th,Sa	
"	BOS AF	1.73	1.30	40	Sa	
"	CHI AF	1.81	1.37	40	W,Sa	
"	YML AF	1.71	1.28	40	W,Sa	
"	IDL LI	1.75	1.32	25	F	
"	IDL K	1.75	1.32	25	Dly	
"	YML K	1.71	1.28	25	M,Th,Sa	
"	IDL SR	1.75	1.32	40	M,W,Sa	
"	LAX SR	2.02	1.57	40	M,W,Sa	
"	IDL TW	1.75	1.32	40	Dly except Sa	
"	IDL TW	1.75	1.32	40	Dly	
"	BOS TW	1.73	1.30	40	Dly	
"	LAX TW	2.02	1.57	40	Dly	
"	PHL TW	1.77	1.33	40	Dly	
"	MKCTW	1.88	1.42	40	Dly	
"	IDL SR	1.75	1.32	40	T,F	
"	IDL SW	1.46	1.10	20	M,W,Th,F	
Calcutta, India	IDL P	2.56	1.92	20	T,Th	
"	BOS P	2.55	1.91	20	T,Th	
"	PDX P	3.04	2.28	20	M,W	
"	SFA P	3.04	2.28	20	M,W	
"	SFO P	3.04	2.28	20	M,W	
"	LAX P	3.04	2.28	20	M,W	
"	IDL SR	2.56	1.92	40	T	
"	IDL K	2.55	1.92	30	T,Th,Su	
"	YML K	2.52	1.89	20	Th	
"	IDL BO	2.56	1.92	20	Su,W	
"	BOS BO	2.54	1.91	20	W,F,Sa	
"	IDL AF	2.56	1.92	40	Su,T,W,Sa	
"	BOS AF	2.55	1.91	40	Sa	
"	CHI AF	2.62	1.97	40	W,Sa	
"	YML AF	2.52	1.90	40	W,Sa	
"	IDL SR	2.56	1.92	40	W,Sa	
Calgary, Alb. Can.	IDL T	26	21	10	Dly	
Cal. Colombia	MIA P	54	41	15	Dly	
"	IDL AV	64	48	15	Dly	
"	MSY P	60	45	15	Dly ex. Th,Sa	
"	MIA AV	54	41	15	M,T,W,F,Su	
"	HOU P	63	48	15	Dly	
"	BRO P	63	47	15	Dly except Su	
"	LAX P	77	58	15	W,F	
Camaguey, Cuba	MIA P	12	99	05	Dly	
Campeche, Mexico	MIA P	20	22	07	Dly	
"	MSY P	26	19	07	Su,T,Th,Sa	
"	HOU P	30	23	07	Dly	
Cananea, Son. Mex.	MEX L	23	19	25	Dly	
Canton Island	LAX P	1.34	1.00	30	Th,Sa	
"	RPO P	1.34	1.00	30	Th,Sa	
"	PDX P	1.34	1.00	30	Th,Sa	
"	SEA P	1.34	1.00	30	Th,Sa	
"	YVR P	1.34	1.00	30	Th,Sa	
Capetown, U. S. Af.	IDL BO	2.38	1.79	25	Dly	
"	BOS BO	2.36	1.77	25	Th,Sa	
Caracas, Venezuela (See La Guaira)						

Destination	Airport and Airline	RATES (See Note)				Depart
		Per 100 Lbs. (U.S. Lbs.)	Per 100 Lbs. (U.S. Lbs.)	Per 100 Lbs. (U.S. Lbs.)	Per 100 Lbs. (U.S. Lbs.)	
Cartagena, Colombia	IDL AV	56	43	15	Dly	
"	MIA AV	46	35	15	M,T,W,F,Su	
"	MSX P	63	40		Sa,W	
"	BRO P	55	42		M,Th,Sa	
"	HOU P	55	42		Su,W	
"	LAX P	69	52		Dly	
Canablanca, Fr. Morocco	BOS AF	1.24	93	40	Sa	
"	CHI AF	1.26	95	40	Dly	
"	IDL AF	1.32	1.00	40	W,Sa	
"	YML AF	1.22	92	40	W,Sa	
"	IDL S	1.26	95	40	Th	
"	IDL BO	1.26	95	25		
"	BOS BO	1.24	93	25		
Catania, Italy	IDL LI	1.35	95	25	Dly	
Cayenne, Fr. Guiana	IDL P	70	53	15	M,T	
"	MIA P	63	48	15	T	
"	MIA K	63	48	15	M	
"	MSY P	70	53	15	Sa	
"	HOU P	73	55	15	Sa	
"	BRO P	73	55	15	T	
"	LAX P	87	66	20	Sa	
Cayo Mambi, Cuba	MIA P	18	14	07	Dly	
Chetumal, Mexico	MIA P	33	25	07	Su,T,Th	
"	BRO P	31	24	07	M,Th,Sa	
"	HOU P	34	25		Dly	
"	LAX P	45	36	07	M,W,F	
Chittagong, Pak.	IDL BO	2.64	1.98	25	Dly	
Christiansand, Norway	YML K	1.20	90	20	Th	
"	IDL S	1.25	94	25	M,Th,Sa	
"	IDL SR	1.24	93	40	Dly	
"	LAX SR	1.51	1.19	M,W,Sa		
C. del Carmen, Mexico	MIA P	31	24	07	Dly	
"	MSY P	29	21	07	Sa,Su,T,Th	
Ciudad Trujillo, DR.	IDL P	23	18		Dly	
"	MIA P	15	12	15	Dly	
"	IDL V	25	21	15	Sa	
"	CHI DC	28	24	12	M,T,Sa	
"	YIP DC	27	23	12	M,T,Sa	
"	HOU DC	25	22	12	M,T,Sa	
"	MSY DC	22	18	12	M,T,Sa	
"	MEM DC	26	21	12	M,T,Sa	
"	MIA K	15	12	15	F	
Cochabamba, Bolivia	MIA P	1.13	85	20	Su,M,W,Th	
"	MSY P	1.19	90	20	Su,M,Th	
"	HOU P	1.22	92	20	Sa,Su,T,W	
"	BRO P	1.22	92	20	Sa,Su,Th	
"	LAX P	1.36	1.02	20	M,W	
"	IDL S	1.21	91	20	Su,T,Th	
Cologne, Germany	IDL BO	1.21	91	20	Dly	
"	BOS BO	1.19	89	20	Dly	
"	IDL AF	1.21	91	40	M,T,W,Th,F	
"	BOS AF	1.19	89	30	Sa	
"	CHI AF	1.27	95	40	W,Sa	
"	YML AF	1.17	88	30	W,Sa	
"	IDL P	1.21	91	20	Dly	
"	BOS P	1.19	90		Dly	
Colombo, Ceylon	IDL BO	2.58	1.94	25	Dly	
"	BOS BO	2.56	1.92	25	Th,Sa	
"	IDL TW	2.58	1.94	40	Su,T	
"	CHI TW	2.64	1.99	40	Su,T	
"	LAX TW	2.65	2.10	40	Sa,M	
"	PHL TW	2.60	1.96	40	Su,T	
"	MKCTW	2.71	2.04	40	Su,T	
Conakry, Fr. W. Af.	IDL AF	1.59	1.19	40	T,Th,Su	
"	BOS AF	1.57	1.18	40	Sa	
"	CHI AF	1.65	1.25	40	W,Sa	
"	YML AF	1.55	1.16	40	W,Sa	
Concepcion, Bolivia	MIA P	1.17	87	20	M,Th	
"	MSY P	1.25	92	25	Sa,M,W	
"	HOU P	1.25	94	25	Su,W	
"	BRO P	1.25	94	25	Su,W	
"	LAX P	1.39	1.05	25	M	
Copenhagen, Den.	IDL SR	1.24	93	40	Dly	
"	LAX SR	1.51	1.10	40	M,W,Sa	
"	IDL S	1.24	93	40	Dly	
"	IDL SR	1.24	93	20	Dly	
"	IDL K	1.24	93	20	Dly	
"	YML K	1.20	90	20	M,Th,Sa	
"	BOS P	1.23	92	20	Su,T	
"	IDL P	1.25	94	20	Su,T	
"	IDL BO	1.24	93	25	Dly	
"	IDL AF	1.24	93	40	Su,M,Th,F	
"	BOS AF	1.22	92	40	Sa	
"	CHI AF	1.30	96	40	W,Sa	
"	YML AF	1.20	90	30	W,Sa	
Couquibatville, Bel. Congo	IDL S	2.25	1.60	40	Th,Sa	
Cotonou, Fr. W. Afr.	IDL AF	1.78	1.33	40	M	
"	BOS AF	1.76	1.32	40	Sa	
"	CHI AF	1.84	1.39	40	W,Sa	
"	YML AF	1.74	1.30	40	W,Sa	
Cristobal, Canal Zone	MIA P	39	30		Dly	
"	MSY P	45	34	15	Dly except W	
"	HOU P	46	37	15	Dly	
"	BRO P	48	37	15	Dly except Su	
"	LAX P	61	46	15	M,W,F	
"	MSY TA	45	34		W,Sa	
Curaca, Colombia	IDL AV	64	48		Dly	
"	MIA AV	54	41		Su,T,W,Th,Sa	
"	BRO P	63	48		M,Th,Sa	
"	HOU P	63	48		Dly	
"	<					



INTERNATIONAL AIR CARGO RATE TABLES—Continued

RATES (See Note)					RATES (See Note)					RATES (See Note)							
Destination	Airport and Airline	Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Depart	Destination	Airport and Airline	Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Depart	Destination	Airport and Airline	Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Depart
Fiji Islands (Cont'd)	SEA P	1.75	1.27	...	T,Sa	Geneva (Cont'd)	YML AF	1.20	90	30	W,Sa	Hamburg (Cont'd)	YML K	1.20	90	20	M,Th,Sa
"	PDX P	1.71	1.28	...	T,Sa	"	IDL K	1.24	93	20	Dly	"	BOS P	1.23	92	20	Dly
"	SFO Q	1.71	1.29	...	M,W,F	"	YML K	1.20	90	20	M,Th,Sa	"	IDL P	1.23	94	20	Dly
"	YVR Q	1.71	1.29	...	Sa	"	IDL TW	1.24	93	40	Dly except Sa	"	IDL AF	1.24	93	40	Dly
Florianopolis, Brazil	IDL P	1.70	1.29	20	Dly except M	"	BOS TW	1.22	92	40	Dly	"	BOS AF	1.22	92	40	Sa
"	MIA P	1.48	1.48	20	T,Th,Sa	"	CHI TW	1.30	98	40	Dly	"	CHI AF	1.30	99	40	W,Sa
"	MSY P	1.65	1.45	20	M,F	"	PHL TW	1.26	95	40	Dly except Sa	"	YML AF	1.20	90	30	W,Sa
"	HOU P	1.87	1.87	20	Su,T,Th	"	MKC TW	1.37	1.04	40	Dly	"	IDL SR	1.24	93	40	Dly
"	BRO P	1.80	1.80	20	T,Th	"	LAX TW	1.51	1.18	40	Dly	"	IDL SW	0.98	79	20	...
"	LAX P	2.04	2.09	20	M,W,F	"	IDL IB	1.24	93	25	M,W,F	"	IDL BO	1.24	93	25	Dly
Fort Archambault, Fr. E. Afr.	IDL AF	2.09	1.56	40	T	Georgetown, British Guiana	IDL P	1.56	43	15	Su,T	"	BOS BO	1.22	92	25	...
"	BOS AF	2.07	1.55	40	Sa	"	MIA P	49	37	15	Su,T	"	LAX SS	1.51	1.19	40	M,W,Sa
"	CHI AF	2.15	1.67	40	W,Sa	"	MSY P	56	43	15	Su	Hamilton, Bermuda	IDL P	2.0	20	10	Dly
"	YML AF	2.05	1.53	40	W,Sa	"	HOU P	59	45	15	Su	"	BOS P	2.5	15	10	Dly
Fort Dauphin, Mad.	IDL AF	2.87	2.15	40	M	"	BRO P	59	45	15	Th,Sa	"	YML T	2.5C	19	05**	W
"	CHI AF	2.93	2.20	40	W,Sa	"	LAX P	73	55	15	Su,Th	"	YTO T	2.5C	19	05**	W
"	YML AF	2.83	2.11	40	W,Sa	"	MIA K	49	37	15	M	"	LGA C	20	10	11	Dly
"	BOS AF	2.85	2.14	40	Sa	"	IDL BO	56	42	15	Dly	"	MIA BO	25	10	05	W,Sa
Fort de France, Mar. Fr. E. Afr.	IDL P	2.95	2.26	20	Sa,W	Gibraltar, Gibraltar	IDL BO	1.32	99	25	Dly	"	IDL BO	20	10	05	Su,F,Sa
"	IDL AF	2.09	1.57	25	W,Sa	"	BOS BO	1.30	98	25	Th,Sa	Hanover, Germany	IDL BO	1.25	93	25	Dly
"	BOS AF	2.07	1.55	25	Sa	Glasgow, Scotland	IDL SS	1.03	78	30	Dly	"	IDL SS	1.25	93	40	Dly
"	CHI AF	2.21	1.67	25	W,Sa	"	LAX SS	1.30	1.03	40	M,W,Sa	"	IDL K	1.25	93	25	Dly except S
"	YML AF	2.05	1.54	25	W,Sa	"	IDL K	1.03	78	30	Dly	"	YML K	1.20	90	20	M,Th
Fort William, Ontario, Can.	IDL T	1.13	1.00	10	Dly	"	YML T	99	74	20	T,Th,Sa	"	IDL SR	1.25	93	33	Dly
Fortaleza (Ceara), Brazil	IDL P	1.39	1.39	20	Dly except M	"	IDL P	1.03	78	20	Dly	"	IDL AF	1.35	93	40	...
"	MIA P	1.23	1.23	20	T,Th,Sa	"	BOS P	1.02	76	20	Dly	"	BOS AF	1.23	92	40	...
"	MSY P	1.44	1.44	20	M,F	"	IDL BO	1.03	78	20	Dly	"	CHI AF	1.30	99	40	...
"	HOU P	1.60	1.60	20	Su,T,Th	"	BOS BO	1.01	76	20	Dly	"	YML AF	1.21	90	40	...
"	BRO P	1.51	1.51	20	T,Th	"	IDL AW	1.03	78	40	T,Th,Sa	"	LAX SS	1.52	1.19	40	M,W,Sa
"	LAX P	1.72	1.72	20	M,W,F	Goma, Bel. Congo	YML AW	99	74	30	Th	Havana, Cuba	MIA P	0.8	06	06	Dly
"	MIA BZ	1.02	0.9	...	M,W,F	Gothenburg, Sweden	IDL S	2.14	1.61	40	Su,Th	"	CHI DC	20	17	05	Dly
Frankfurt-on-Main, Germany	BOS P	1.22	92	25	Dly	"	IDL SS	1.24	93	40	Dly	"	YIP DC	20	17	05	Dly
"	IDL P	1.24	93	25	Dly	"	LAX SS	1.51	1.19	40	M,W,Sa	"	HOU DC	19	18	05	Dly
"	IDL BO	1.24	93	25	Dly	"	IDL SR	1.24	93	40	Dly	"	MSY DC	19	18	05	Dly
"	IDL LU	1.24	93	40	Dly except T	"	IDL BO	1.24	93	25	Dly	"	STL DC	19	18	05	Dly
"	BOS BO	1.22	92	86	Dly	"	BOS BO	1.22	92	25	Dly	"	IND DC	19	18	05	Dly
"	IDL K	1.24	93	20	Dly	Goyania, Brazil	MIA BZ	1.09	73	...	M,W,F	"	BUJ DC	19	18	05	Dly
"	YML K	1.20	90	20	M,Th,Sa	Granada, B.W.I.	IDL BO	47	35	20	Dly	"	EVV DC	19	18	05	Dly
"	IDL SW	0.97	78	20	...	Guadalajara, Mex.	MIA BO	38	29	20	W,Sa	"	FWA DC	20	17	05	Dly
"	IDL SS	1.24	93	40	Dly	"	HOU P	34	18	07	Dly	"	JAN DC	17	14	08	Dly
"	LAX SS	1.51	1.18	40	M,W,Sa	"	BRO P	31	16	07	Dly except Su	"	LIT DC	20	17	05	Dly
"	IDL S	1.24	93	40	Dly	"	LAX P	29	24	07	Dly	"	MEM DC	17	14	05	Dly
"	IDL SR	1.24	93	40	Dly	Guadaloupe, F.W.I.	IDL BO	35	28	20	Dly	"	PUK DC	19	18	05	Dly
"	IDL AW	1.24	93	40	T,Th,Sa	"	MIA BO	28	21	20	W,Sa	"	SHV DC	19	18	05	Dly
"	YML AW	1.20	90	30	Th	"	MIA K	28	19	20	Th	"	TOL DC	20	17	05	Dly
"	BOS TW	1.24	93	40	16 Wkly	Guam	LAX P	2.10	1.57	20	M,F	"	MKC DC	21	18	05	Dly
"	PHL TW	1.26	95	40	16 Wkly	"	BRO P	2.10	1.57	20	M,F	"	MIA K	0.8	06	15	Th,Su,W
"	CHI TW	1.30	98	40	16 Wkly	"	PDX P	2.10	1.57	20	M,F	"	MIA EA	0.8	08	15	Dly
"	MKC TW	1.37	1.04	40	16 Wkly	Guantanamo, Cuba	SEA P	2.10	1.57	20	M,F	"	LGA EA	12	09	15	Dly
"	LAX TW	1.51	1.18	40	16 Wkly	"	MIA P	34	28	05	Three Dly	"	MSY N	14	11	...	Dly
"	IDL AF	1.24	93	40	Dly	Guatemala City, Guatemala	MIA P	35	27	15	M,W,F,Sa	"	MIA N	0.8	06	...	Dly
"	CHI AF	1.30	98	40	W,Sa	"	MSY P	35	27	15	M,W,F,Sa	"	TPA N	0.9	07	...	Dly
"	YML AF	1.20	90	30	W,Sa	"	HOU P	34	25	15	Dly	"	DCA N	16	13	...	Dly
"	BOS AF	1.22	92	40	Sa	"	BRO P	31	24	15	Dly except Su	"	IDL N	18	14	...	Dly
"	IDL IB	1.24	93	25	M,W,F	"	LAX P	48	38	15	Dly	"	BAL N	17	13	...	Dly
"	IDL AF	1.61	1.21	40	Sa,Su,M	"	MSY TA	35	17	...	Dly	"	CHS N	15	12	...	Dly
Freetown, Sierra Leone	BOS AF	1.59	1.19	40	S	"	MEX TA	17	12	...	M,T,W,Th,F	"	JAX N	12	09	...	Dly
"	CHI AF	1.67	1.26	40	...	Guayaquil, Ecuador	PIE AS	25	16	14	M,W,F	"	MOB N	13	10	...	Dly
"	YML AF	1.57	1.18	40	...	"	MIA AV	65	49	15	M,W,F	"	ORF N	16	13	...	Dly
"	IDL BO	1.61	1.21	25	...	"	MSY P	71	54	15	Dly ex. Sa,W	"	SAV N	13	10	...	Dly
"	BOS BO	1.59	1.19	25	...	"	HOU P	74	56	15	Dly except F	"	EWR N	18	14	...	Dly
Fukuoka, Japan	SFD J	2.98	2.26	...	M,W,F	"	BRO P	74	56	15	Dly ex. F,Su	"	PHL N	18	14	...	Dly
Gander, N. F.	IDL P	18	15	07	Dly	"	LAX P	87	68	15	M,W,F	"	BRO B	21	18	10	Sa
"	BOS P	14	12	07	Dly	"	MIA AE	55	29	15	W,F	"	CRP B	20	17	10	Sa
"	IDL TW	18	15	10	T,Th,F,Sa	"	BRO B	74	56	20	Sa	"	DAL B	19	16	10	Sa
"	PHL TW	19	16	10	T,Th,F,Sa	"	CRP B	74	56	20	Sa	"	FTW B	19	16	10	Sa
"	CHI TW	23	19	10	T,Th,F,Sa	"	DAL B	77	58	30	Sa	"	HOU B	19	15	10	Sa
"	IDL T	18	14	09	10	Dly	FTW B	77	58	30	Sa	"	LRD B	24	20	10	Sa
"	BOS T	14	11	10	10	Dly	HOU B	74	56	20	Sa	"	SAT B	20	17	10	Sa
"	IDL AW	18	15	10	T,Th	"	LRD B	80	60	30	Sa	"	MIA BO	18	12	05	Dly
Geneva, Switzerland	IDL S	1.24	93	40	Dly	"	MIA B	65	49	20	W,Sa	"	IDL AL	18	14	F	...
"	IDL SR	1.24	93	60	Dly	"	SAT B	77	58	30	Sa	"	IDL BO	18	14	05	M,W,Sa
"	IDL SW	0.99	79	20	Dly	Haifa, Israel	MIA TN	55	40	15	T,F	"	PIE AS	07	06	05	M,W,F
"	IDL BO	1.24	93	20	Dly	"	IDL EL	1.75	1.32	...	W,Sa	Heilinki, Finland	IDL SS	1.36	1.02	40	Dly
"	IDL SS	1.24	93	40	Dly	"	YML K	1.71	1.32	...	Su,T	"	LAX SS	1.53	1.28	40	M,W,Sa
"	LAX SS	1.51	1.18	40	M,W,Sa	Halifax, N.E.	BOS T	07	59	10	Dly	"	BOS P	1.34	1.01	20	Sa,T
"	IDL AF	1.24	93	40	Dly	Hamburg, Germany	IDL S	1.24	93	40	M,W,Th,Su	"	IDL P	1.36	1.02	20	T
"	BOS AF	1.22	92	40	Sa	"	IDL SS	1.24	93	40	Dly	"	IDL SR	1.36	1.02	40	Dly
"	CHI AF	1.30	98	40	W,Sa	"	IDL LU	1.24	93	40	Dly except T	"	IDL BO	1.36	1.02	25	...
"						"	IDL K	1.24	93	20	Dly	Hermosillo, Mexico	LAX P	10	14	07	Dly



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**INTERNATIONAL AIR CARGO RATE TABLES—Continued**

RATES (See Note)					RATES (See Note)					RATES (See Note)							
Destination	Airport and Airline	Per Lb. (Over 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Depart	Destination	Airport and Airline	Per Lb. (Over 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Depart	Destination	Airport and Airline	Per Lb. (Over 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Depart
Holguin, Cuba	MIA P	15	11	07	Dly	Karachi (Cont'd)	BOS AF	2 32	1 74	40	Sa	Linx, Austria	YML K	1 34	1 01	20	Sa
Hong Kong, Br.	IDL P	3 20	2 40	40	M,T, except Th	"	CHI AF	2 39	1 81	40	W, Sa	"	IDL K	1 30	08	20	Sa
Hon. Col.	BOS P	3 18	2 39	40	M,T, Th	"	YML AF	2 30	1 72	40	W, Sa	"	IDL BO	1 34	1 01	20	Dly
"	PDX P	2 50	1 88	40	M, F, Sa	Kasango	IDL S	2 25	1 69	25	Th	"	IDL SR	1 34	1 01	40	Dly
"	SEA P	2 50	1 88	40	M, F, Sa	Keflavik, Iceland	IDL P	55	64		W	Lisala, Belg. Congo	IDL S	2 20	1 65	40	Su, Sa
"	LAX P	2 50	1 88	40	M, W	"	IDL SW	77	61	20	T, Th	"	IDL P	1 12	84	20	Th, Su
"	SFO P	2 50	1 88	40	M, F	"	IDL AW	85	64	30	T, Th	"	BOS P	1 10	83	20	Th, Su
"	IDL BO	3 20	2 40	40	Dly	Ketchikan, Alaska	SEA P	25	14	07	Dly	"	IDL SR	1 12	84	40	W
"	BOS BO	3 18	2 39	40	Th, Sa	Khartoum, Anglo-	IDL BO	2 04	1 53	25	Dly	"	IDL IB	1 12	84	40	M, W, F
"	IDL AF	3 20	2 40	40	T, Th	Egypt, Sudan	BOS BO	2 02	1 52	25	Th, Sa	"	IDL BO	1 12	84	20	Dly
"	BOS AF	3 18	2 39	40	Sa	"	IDL SS	2 04	1 53	40	T, F	"	BOS BO	1 10	83	20	Th, Sa
"	CHI AF	3 25	2 45	40	W, Sa	"	LAX SS	2 30	1 78		W, Sa	"	YML BO	1 08	81	20	M, W, F
"	YML AF	3 16	2 37	40	W, Sa	"	IDL AF	2 04	1 53	40	F	"	IDL AF	1 12	84	30	F
"	SFO J	2 49	1 87	40	T, Th, Sa	"	BOS AF	2 02	1 52	40	Sa	"	BOS AF	1 10	83	30	Sa
Honolulu, T. H.	LAX P	71	57	15	Dly	"	CHI AF	2 10	1 58	40	W, Sa	"	CHI AF	1 17	89	30	W, Sa
"	SFO P	71	57	15	Dly	"	YML AF	2 00	1 50	40	W, Sa	"	YML AF	1 08	81	20	Sa
"	PDX P	71	57	15	Su, Th	Kigali	IDL S	2 15	1 61	40	Th	"	IDL SS	1 12	84	40	M, T, Th, F
"	SEA P	71	57	15	Su, Th	Kikwit	IDL S	2 20	1 65	40	Su, Th	"	LAX SS	1 38	1 09	40	M, Th
"	SFO U	71	57	15	Dly	Kimberley, So. Afr.	IDL BO	2 19	1 64	25	Dly	"	IDL TW	1 12	84	30	Su, T, Th, F, Sa
"	LAX U	71	57	15	Dly	"	BOS BO	2 17	1 63	25	Th, Sa	"	BOS TW	1 10	83	30	Sa, T
"	CHI U	92	77	15	Dly	Kindu, Belg. Congo	IDL BO	2 19	1 64	40	Su, Th	"	PHL TW	1 13	86	30	Su, T, Th, F, Sa
"	CLE U	97	80	15	Dly	King Williamstown, So. Africa	IDL BO	2 30	1 72	25	Dly	"	CHI TW	1 17	89	30	Su, T, Th, F, Sa
"	HIP U	96	79	15	Dly	Kingston, Jamaica	BOS BO	2 28	1 70			"	MKC TW	1 25	95	40	Su, T, Th, F, Sa
"	LGA U	1 01	83	15	Dly	"	MIA P	20	15	15	Dly	"	LAX TW	1 39	1 09	40	M, W, Th, F, Sa
"	DCA U	99	83	15	Dly	"	MIA K	20	15	15	Dly	"	IDL K	1 12	84	20	Dly ex. W
"	PHL U	1 01	83	15	Dly	"	IDL BO	20	15	15	Dly	"	YML K	1 08	81	22	M, Th, W
"	EWK U	1 01	83	15	Dly	"	MIA BO	20	15	15	Dly	Liverpool, England	IDL BO	1 07	80	20	Dly
"	BDL U	1 02	84	15	Dly	"	YML T	35c	27c	15**	W	"	BOS BO	1 05	78	20	Th, Sa
"	BOS U	1 02	84	15	Dly	"	YTO T	35c	26c	15**	W	"	IDL BO	2 09	1 55	25	Dly
"	IDL NW	1 01	80	15	M, W, F	"	IDL AV	30	23	15	Su, M, W, Th, F	Livingstone, S. Rhodesia	MIA BO	2 15	1 62	30	W, Sa
"	CHI NW	92	77	15	M, W, F, Sa	"	MIA AV	20	15	15	M, W, F, Sa	"	BOS BO	2 07	1 55	20	Th, Sa
"	YIP NW	96	79	15	M, W, F	"	IDL S	2 17	1 63	40	Su, Th	"	IDL AF	2 09	1 56	40	M
"	MKE NW	92	77	15	M, W, F, Sa	Kolwezi	IDL S	2 27	1 70	40	Su	"	BOS AF	2 07	1 55	40	W, Sa
"	MSP NW	92	77	15	M, W, F, Sa	Kongolo	"	"	"	"	"	"	CHI AF	2 15	1 62	40	W, Sa
"	PDX NW	71	57	15	M, W, F, Sa	Kristiansand, Nor.	IDL S	2 20	1 50	25	Dly	"	YML AF	2 05	1 53	40	W, Sa
"	SEA NW	71	57	15	M, W, F, Sa	Kuwait, Kuwait	IDL BO	1 98	1 49	25	Th, Sa	Lome, Fr. W. Afr.	IDL AF	1 78	1 33	40	F
"	CEG NW	77	60	15	M, W, F	"	IDL SR	2 00	1 50	40	W, Sa	"	BOS AF	1 76	1 32	40	F
"	SFO Q	74	56	15	M, W, F	"	IDL AF	2 00	1 50	40	W, Sa	London, England	IDL P	1 10	83	20	Dly
"	YVR Q	74	56	15	Su	"	BOS AF	1 98	1 49	40	Sa	"	BOS P	1 08	81	20	Dly
Innsbruck, Austria	IDL SR	1 31	98	40	Dly	"	CHI AF	1 96	1 56	40	W, Sa	"	IDL TW	1 10	83	30	16 Wkly
Inongo, Bel. Congo	IDL S	2 20	1 65	40	M, Sa	"	YML AF	1 96	1 47	40	W, Sa	"	BOS TW	1 08	81	30	M, W, F
Ipsales, Colombia	MIA AV	69	49	15	Dly ex. Th, Sa	La Ceiba, Honduras	MSY TA	43	25		Dly	"	CHI TW	1 16	88	30	16 Wkly
"	IDL AV	75	56	36	Dly	"	MEX TA	29	19		M, T, W, Th, F	"	PHL TW	1 12	84	30	16 Wkly
"	BRO P	74	56		M, Th, Sa	Lagos, Nigeria	IDL BO	1 78	1 33	25	Dly	"	MKC TW	1 23	93	40	16 Wkly
"	ROU P	74	56		Su, W	"	MIA BO	1 85	1 40	25	W, Sa	"	LAX TW	1 37	1 08	40	16 Wkly
"	LAX P	87	66		Su, T, Th	"	BOS BO	1 76	1 32	25	Th, Sa	"	IDL AW	1 10	83	30	Th, Sa
Ipo, (Malaya)	IDL BO	3 00	2 25	25		La Guaira, Venez.	MIA K	40	30	15	Dly	"	YML AW	1 06	79	30	Th, Sa
Irumu, Bel. Congo	IDL S	2 22	1 67	40	M, T, Sa	"	IDL LV	50	38	10	Dly except M	"	IDL EL	1 10	83	20	W, Sa
Istanbul, Turkey	IDL K	1 72	1 29	20	Dly	"	BRO P	48	37		Su, W, F	"	IDL S	1 10	83	30	Dly
"	YML K	1 68	1 26	25	M, Sa, Th	"	HOUP	48	37		Su, W	"	IDL SW	87	70	20	
"	BOS P	1 70	1 26	20	M, T, Th	"	MIA P	40	30		Dly	"	IDL BO	1 10	83	20	Dly
"	IDL P	1 72	1 29	20	M, T, Th	"	BUJ DC	50	33	15	Dly	"	MIA BO	1 22	93	20	Dly
"	IDL LI	1 70	1 25	25	M	"	CHI DC	52	35	15	Dly	"	BOS BO	1 08	81	20	Th, Sa
"	IDL AF	1 72	1 29	40	S, M, T, W, F	"	YIP DC	52	35	15	Dly	"	IDL SS	1 10	83	20	Dly
"	BOS AF	1 70	1 27	40	Sa	"	ELD DC	51	34	15	Dly	"	LAX SS	1 37	1 08	40	M, W, Sa
"	CHI AF	1 77	1 34	40	W, Sa	"	EVV DC	50	33	15	Dly	"	IDL AF	1 10	83	30	Dly
"	YML AF	1 68	1 26	40	W, Sa	"	PWA DC	52	35	15	Dly	"	BOS AF	1 08	81	30	Sa
"	IDL EL	1 72	1 29	25	Su, T, F	"	GRW DC	49	32	15	Dly	"	CHI AF	1 16	88	30	W, Sa
"	IDL BO	1 72	1 29	25	Dly	"	HAV DC	40	23	15	Dly	"	YML AF	1 06	79	30	W, Sa
"	BOS BO	1 70	1 27	25	Sa	"	HOT DC	53	36	15	Dly	"	IDL K	1 10	83	20	Dly
"	IDL SS	1 72	1 29	40	Dly	"	HOU DC	48	33	15	Dly	"	YML K	1 06	79	30	Th, Sa
"	LAX SS	1 99	1 54		M, W, Sa	"	IND DC	51	34	15	Dly	"	YML T	1 06	80	20	Dly
"	IDL SR	1 72	1 29	40	M, W, Sa	"	JAN DC	49	32	15	Dly	"	IDL IB	1 10	83	30	M, W, F
Istepec, Mexico	MIA P	51	39	70	Dly	"	LIT DC	51	34	15	Dly	"	IDL SR	1 10	83	60	Dly
Jakarta, Java	IDL BO	3 98	2 24	25	Dly	"	MEMDC	40	32	15	Dly	London, Ont., Canada	IDL S	06	5 40*	10	Dly
"	MIA BO	3 02	2 28	25	W, Sa	"	MSY DC	45	30	15	Dly	Lourenco Marques (Mozambique)	IDL BO	2 09	1 56	25	Dly
"	BOS BO	2 97	2 23	25	Th, Sa	"	PUK DC	50	33	15	Dly	"	BOS BO	2 07	1 55	25	Dly
"	IDL K	2 98	2 24	33	Dly ex. F, Su	"	STL DC	51	34	15	Dly	Luanda, Bel. Congo	IDL S	2 23	1 67	25	Th
"	YML K	2 94	2 21	25	M, Th, Sa	"	SHV DC	51	34	15	Dly	Lulea, Sweden	IDL SS	1 37	1 02	25	M
Jeddah, Saudi Arabia	IDL BO	1 97	1 47	25	Dly	"	HUF DC	52	35	15	Dly	Luxembourg, Belgian Congo	IDL S	2 29	1 72	40	T, Th
"	MIA BO	2 08	1 55	25	W, Sa	"	TOL DC	52	35	15	Dly	Lusaka, Northern Rhodesia	IDL BO	2 09	1 56	25	Dly
"	BOS BO	1 95	1 46	25	Th, Sa	"	MKC DC	53	36	15	Dly	"	BOS BO	2 07	1 55	25	Dly
"	IDL SR	1 97	1 48	25	Dly	"	SGF DC	52	35	15	Dly	"	MIA BO	2 15	1 62	25	W, Sa
Jerusalem, Israel (See Jeddah Israel)	IDL P	1 47		20	T, Th	"	INC DC	34	17	15	Dly	Luxembourg, Luxembourg	IDL S	1 21	91	30	T, F, Su
Joao Pessoa (Cabrelo)	MIA P	1 25		20	T, Th	La Paz, Bolivia	MIA P	1 07	81	20	Dly ex. F, Sa	Lydda, Israel (See Tel Aviv)	"	"	"	"	"
Johannesburg	IDL KL	2 09	1 57	25	Su, T, F	"	MSY P	1 13	85	20	Su, M, T, Th, F	Maceio, Brazil	IDL P	1 52	1 52	20	W, F
"	YML K	2 05	1 53	27	Sa	"	HOUP	1 17	87	20	Sa, M, T	"	MIA P	1 26	1 26	20	T, Th
"	IDL P	2 09	1 57	33	Su, Th	"	BRO P	1 17	87	20	Sa, M, T	"	MSY P	1 51	1 51	20	Su, T, Th
"	BOS P	2 07	1 55	33	Th	"	LAX P	1 29	97	30	M, W	"	HOUP	1 64	1 64	20	Su, T, Th
"	IDL BO	2 09	1 56	25	Dly	"	DAL B	1 19	89	30	Sa	"	BRO P	1 56	1 56	20	T, Th
"	MIA BO	2 15	1 62	25	W, Sa	"	HOU B	1 16	87	30	Sa	"	LAX P	1 86	1 86	20	M, W, F
"	BOS BO	2 07	1 55	25	Th, Sa	"	BRO B	1 16	87	30	Sa	Madras, India	IDL BO	2 56	1 92	25	Dly
"	IDL S	2 09	1 56	40	Th, Su	"	CRP B	1 16	87	30	Sa	"	BOS BO	2 55	1 91	25	Dly
"	BOS BO	2 09	1 56	40	W	"	FTW B	1 19	89	30	Sa	Madrid, Spain	IDL BO	1 22	92	20	Dly
Jos, Nigeria	SEA P	30	15	07	Dly	"	LRD B	1 22	92	30	Sa	"	MIA BO	1 34	1 02	20	W, Sa
Juneau, Alaska	IDL B	2 27	1 70	25	W	"	MIA B	1 07	80	30	W, Sa	"	BOS BO	1 21	91	20	Th, Sa
Kabul	IDL BO	2 59	1 94			"	SAT B										

**INTERNATIONAL AIR CARGO RATE TABLES—Continued**

RATES (See Note)					RATES (See Note)					RATES (See Note)							
Destination	Airport and Airline	Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Depart	Destination	Airport and Airline	Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Depart	Destination	Airport and Airline	Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Depart
Meganague (Cont'd)	LAX P	70	53		Su,T,Th	Martinique	IDL P	39	29		Su,T	Mombasa, Kenya	IDL BO	2 09	1 86	25	Dly
"	MSY P	53	40		Sa,W	Fr. W. Ind.	IDL BO	39	29			"	BOS BO	2 07	1 55	25	Dly
"	IDL AV	54	57	43	Dly	"	MIA BO	32	24			Montego Bay, Jamaica	MIA P	29	18	15	Dly
Malmö, Sweden	MIA AV	47	35	15	M,T,W,F,Sa	Matadi, Belgian Congo	IDL S	2 18	1 63	40	Su,Th	"	IDL AV	28	21	15	Sa
"	IDL S	1 27	95	40	Dly	Mauritius	IDL AF	2 91	2 18	40	M,T,Sa	"	MIA BO	30	23	05	M,W,Sa
"	LAX S	1 53	1 21		M,W,Sa	"	BOS AF	2 99	2 18	40	Sa	"	IDL BO	30	23	15	Dly
"	IDL SR	1 27	95	40	Dly	"	BOS BO	2 90	2 18	25	Dly	"	BUJ DC	30	23	15	Dly
"	IDL BO	1 27	95	25	Dly	"	CHI AF	2 97	2 24	40	W,Sa	"	CCS DC	35	26	18	Dly
BOS BO	1 25	93	25	Dly		"	YML AF	2 87	2 15	40	W,Sa	"	CHI DC	32	25	18	Dly
Malta	IDL BO	1 43	1 07	27	Dly	"	IDL BO	2 91	2 18	40	Dly	"	DAL DC	30	23	15	Dly
"	MIA BO	1 55	1 18	29	W,Sa	Mayaguez, P. R.	MIA R	15	12		Dly	"	YIP DC	35	27	15	Dly
"	BOS BO	1 41	1 06	29	Th,Sa	"	IDL R**	22	20		Dly	"	EVV DC	30	23	15	Dly
Managua, Nicaragua	MIA P	34			M,W,F	Mayaguez, Cuba	MIA P	15	12	07	Dly	"	FWA DC	35	25	15	Dly
"	MSY P	44	33	15	Sa,Su,T,Th	Mazatlan, Mexico	LAX P	26	22		Dly	"	FTW DC	30	23	15	Dly
"	HOU P	41	31	15	Dly	"	BRO P	26	20		M,Th,Sa	"	HAY DC	17	13	15	Dly
"	BRO P	39	30	15	Dly except Su	Medan, Sumatra	HOU P	29	22		Dly	"	HOU DC	30	23	15	Dly
"	MSY TA	34	20		Dly	"	IDL BO	2 98	2 24	25	Dly	"	IND DC	31	24	15	Dly
"	MEX TA	25	16		M thru Sa	"	MIA BO	3 02	2 28	25	W,Sa	"	JAN DC	30	22	15	Dly
"	MIA TN	30	19	15	T,F	"	BOS BO	2 97	2 23	25	Th,Sa	"	MKC DC	33	25	15	Dly
Manaus, Brazil	IDL P	1 44	1 44	20	Su,W,F	"	IDL K	2 98	2 24	25	Dly	"	LIT DC	31	24	15	Dly
"	MIA P	1 24	1 24	20	Th,Sa	Medellin, Colombia	YML K	2 04	2 21	25	W,F,Sa	"	MEM DC	30	22	15	Dly
"	MSY P	1 48	1 48	20	F	"	IDL AV	61	46	15	Dly	"	MSY DC	28	21	15	Dly
"	HOU P	1 62	1 62	20	T,Th	"	MIA AV	51	39	15	M,W,F,Sa	"	PUK DC	30	23	15	Dly
"	BRO P	1 54	1 54	20	T,Th	"	MIA P	51	39		T,Th,Sa	"	STL DC	31	24	15	Dly
"	LAX P	1 79	1 79	20	W,F	"	MSY P	58	43		Su,W	"	SHV DC	30	23	15	Dly
Manchester, England	IDL S	1 07	80	30	Dly	"	BRO P	60	45		M,Th,Sa	"	TOL DC	35	25	15	Dly
"	LAX S	1 33	1 05		M,W,Sa	"	HOU P	60	45		Su,W	Monteria, Colombia	IDL AV	61	45	15	T,F
"	IDL AW	1 07	80	30	T,Th,Sa	"	LAX P	73	55		Su,T,Th	"	MIA P	51	39	15	T,Th,Sa
"	YML AW	1 03	77	30	Th	Merida, Mexico	MIA P	25	19	07	Dly	"	BRO P	60	45		M,Th,Sa
"	IDL SR	1 07	80	30	F	"	MSY P	23	17	15	Sa,Su,T,Th	"	HOU P	60	45		Sa,W
"	IDL BO	1 07	80	25	Dly ex. T,W	"	HOU P	33	25	15	Dly	Monterrey, Mexico	DAL A**	13	09	10	Dly
"	IDL BO	1 07	80	25	Dly	"	BRO P	30	23	15	Dly except Su	"	ELP A**	10	07	10	Dly
BOS BO	1 05	78	25	Dly		"	LAX P	32	28	15	Dly	"	LAX A**	24	18	10	Dly
Manila, Philippines	LAX P	2 50	1 88	40	M,Th,Sa	Mexicali, Mexico	LAX P	06	05	15	Dly	"	SAT A**	07	05	10	Dly
"	SFO P	2 50	1 88	40	M,Th,Sa	Mexico City, Mexico	MSY P	34	24	07	Dly	"	LGA A*	37	22	10	Dly
"	PDX P	2 50	1 88	40	M,Th,Sa	"	HOU P	16	13	15	Dly	"	BUF A*	25	21	10	Dly
"	SEA P	2 50	1 88	40	M,Th,Sa	"	MIA P	22	16	07	Sa,Su,T,Th	"	CLE A*	23	14	10	Dly
"	IDL P	3 27	2 46	40	M,T,W,F	"	BRO P	14	11	15	Dly except Su	Montevideo, Uruguay	IDL P	1 51	1 13	20	Dly except M
"	BOS P	3 25	2 44	40	M,T,W,F	"	LAX P	30	25	15	Dly	"	MIA P	1 51	1 13	20	T,Th,Sa
"	CHI NW	2 69	2 01	40	Su,T,Th	"	MSY TA	38	19	15	Dly	"	MSY P	1 50	1 13	20	M,F
"	CLE NW	2 69	2 02	40	Su,T,Th	"	LGA A*	35	28	20	Dly	"	HOU P	1 53	1 15	20	Su,T,Th
"	YIP NW	2 70	2 02	40	Su,T,Th	"	DCA A*	33	26	20	Dly	"	BRO P	1 53	1 15	20	T,Th
"	IDL NW	2 74	2 05	40	Su,T,Th	"	BUF A*	33	26	20	Dly	"	LAX P	1 67	1 25	20	M,W,F
"	MKE NW	2 68	2 01	40	Su,T,Th	"	CLE A*	31	25	20	Dly	"	IDL V	1 51	1 13	20	Sa
"	MSP NW	2 64	1 98	40	Su,T,Th	"	CHI A*	29	23	20	Dly	Montreal, Que., Canada	IDL T	07	5 00	10	Dly
"	PDX NW	2 49	1 87	40	Su,T,Th	"	DAL A**	29	15	10	Dly	"	CHI T	10	8 40	10	Dly
"	SEA NW	2 49	1 87	40	Su,T,Th	"	LAX A**	30	25	20	Dly	"	CLE T	08	6 10	10	Dly
"	IDL AF	3 27	2 47	40	Sa	"	ELP A**	29	16	10	Dly	"	LGA NE	08	6 50	10	Dly
"	BOS AF	3 25	2 44	40	Sa	"	SAT A**	15	11	10	Dly	"	BOS NE	07	5 50	10	Dly
"	CHI AF	3 33	2 51	40	W,Sa	"	IDL AF*	35	28	20	Dly	Munich, Germany	IDL P	1 31	98	20	Dly
"	YML AF	3 23	2 42	40	W,Sa	Milan, Italy	IDL LI	1 33	1 00	25	Dly	"	IDL S	1 28	97	20	Dly
"	IDL S	3 27	2 45		T,Th	"	IDL AF	1 33	1 00	40	Su,T,W,F	"	BOS P	1 31	98	40	Dly
Manizales, Colombia	IDL AV	64	48	15	Dly	"	BOS AF	1 31	98	40	Sa	"	IDL S	1 31	98	40	Dly
"	MIA AV	54	41	15	Su,M,T,W,F	"	CHI AF	1 39	1 05	40	W,Sa	"	LAX S	1 57	1 23	40	M,W,Sa
"	BRO P	63	48		M,Th,Sa	"	YML AF	1 29	97	40	W,Sa	"	IDL S	1 30	98	40	M,T,Th,F,Sa
"	HOU P	63	48		Su,W	"	IDL K	1 33	1 00	20	Dly	"	IDL AF	1 30	98	40	T,W,Th,Sa
"	MSY P	60	45		M,F	"	IDL S	1 33	1 00	40	T,Th,Sa	"	BOS AF	1 28	97	40	Sa
Matigbo, Belgian Congo	IDL S	2 22	1 66	40	Su,Th	"	IDL K	1 33	1 00	20	Dly	"	CHI AF	1 36	1 03	40	W,Sa
Monta, Ecuador	MIA P	65	49	15	T	"	YML K	1 29	97	20	M,Th,Sa	"	YML AF	1 26	95	40	W,Sa
"	MSY P	72	54	15	T	"	IDL TW	1 33	1 00	40	Dly except Su	"	IDL K	1 20	98	20	Dly
"	HOU P	74	56	15	M	"	BOS TW	1 31	98	40	Su,M,Th	"	YML K	1 26	95	22	M,Th,Sa
"	BRO P	74	56	15	M	"	CHI TW	1 39	1 05	40	Dly	"	IDL SR	1 30	98	40	Dly
"	LAX P	87	56	20	Su	"	PHL TW	1 35	1 02	40	Dly except Su	"	IDL SW	99	79	20	
Manzanillo, Cuba	MIA P	14	09	07	Dly	"	MKC TW	1 46	1 11	40	Dly	"	IDL BO	1 31	98	20	Dly
Maracaibo, Venezuela	MIA P	40	30	15	Dly	"	LAX TW	1 60	1 25	40	Dly	"	BOS BO	1 28	97	20	Dly
"	IDL P	50	38	15	Dly	"	IDL SW	1 06	85	20		"	IDL BO	2 09	1 56	25	Dly
"	MSY P	45	34	15	Dly except W	"	IDL S	1 33	1 00	40	Th,F	"	BOS BO	2 07	1 55	25	W,F,Sa
"	HOU P	48	36	15	Dly	"	LAX S	09	1 25	40	W,Sa	"	IDL EL	2 09	1 57	25	Su,T,F
"	BRO P	48	36	15	Dly except Su	"	IDL BO	1 33	1 00	25	Dly	"	IDL AF	2 09	1 56	40	F,T
"	LAX P	62	47	15	M,W,F	"	BOS BO	1 31	98	25	Dly	"	BOS AF	2 07	1 55	40	Sa
"	IDL K	50	38	15	T,Th,Sa	"	IDL SR	1 33	1 00	40	Dly	"	CHI AF	2 15	1 62	40	W,Sa
"	MIA K	40	30	07	T,Th,Sa	"	IDL AW	1 33	1 00		T,Sa	"	YML AF	2 05	1 54	40	W,Sa
"	YML K	55	42	22	M	"	YML AW	1 29	97		T	"	IDL S	2 09	1 53	40	Th
"	MIA RN	40	30	15	M,Th	Minatitlan, Mexico	MIA P	38	29	07	Dly	"	IDL S	2 09	1 56	40	F
"	IDL LV	50	38	40	Dly except M	"	MSY P	31	24		Su,T,Th,Sa	"	LAX S	2 25	1 82	40	Sa
Marseille, France	IDL AF	1 25	94	40	Dly	"	BRO P	21	16		M,Th,Sa	Naples, Italy	IDL LI	1 42	1 07	25	Dly except Sa
"	BOS AF	1 23	93	40	Sa	"	HOU P	24	19		Dly	"	BOS LI	1 40	1 05		W,Sa
"	CHI AF	1 31	99	40	W,Sa	Moanda, Bel. Congo	LAX P	38	29		Dly	"	IDL S	1 42	1 06	40	M,Sa
"	YML AF	1 22	91	40	W,Sa	Mogadishu, It. Somaliland	IDL S	2 22	1 66	40	Su,Th	Nassau, Bahamas	MIA P	07	05	07	3 Dly
							IDL BO	2 09	1 56	25	Dly	"	YML T**	23	18	05	M
												"	YTO T**	22	18	05	M



**14**

**INTERNATIONAL MEMO TARIFF**

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**INTERNATIONAL AIR CARGO RATE TABLES—Continued**

RATES (See Note)					RATES (See Note)					RATES (See Note)								
Destination	Airport and Airline	Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Depart	Destination	Airport and Airline	Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Depart	Destination	Airport and Airline	Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Depart	
Namun, (Cont'd)	IDL BO	17	12	05	Dly	Panama City, (Cont'd)	MIA K	39	29	15	T,F,Sa	Puerto Suarez, (Cont'd)	MSY P	1.22	92	...	Sa	
Natal, Brazil	MIA BO	07	05	07	Dly	"	YML K	54	41	15	M	"	LAX P	1.39	1.05	...	Sa	
"	IDL P	1.46	1.46	20	T,Th	"	PIE AF	30	19	17	Sa,W	Pusan, Korea	CHI NW	2.68	2.01	20	Th	
"	MIA P	1.25	1.25	20	T,Th	"	IDL LV	49	37	...	"	YIP NW	2.69	2.02	20	Th		
"	MSY P	1.48	1.48	20	M	Pantelleria, Italy	IDL LI	1.50	1.32	20	W	"	SEA NW	2.49	1.87	20	Th	
"	HOU P	1.23	1.23	20	Sa,T	Paramaribo, Surinam	IDL P	64	48	15	F	"	MSP NW	2.64	94	20	Th	
"	BRO P	1.55	1.55	20	T	"	MIA P	57	42	15	T	"	IDL NW	2.74	2.05	20	Th	
"	LAX P	1.80	1.80	20	M,W	"	MSY P	64	48	15	T	"	PDX NW	2.49	1.87	20	Th	
"	MIA BZ	1.07	72	...	M,W,F	"	HOU P	68	51	15	T	Quito, Ecuador	MSY P	70	53	15	Dly ex. W,Sa	
N'Dola, N. Rhodesia	IDL S	2.09	1.86	40	Th	"	BRO P	68	51	15	T	"	HOU P	73	55	15	Dly except F	
"	IDL BO	2.09	1.86	25	Dly	"	LAX P	81	61	20	W	"	BRO P	73	55	15	Dly ex. Sa,F	
"	BOS BO	2.67	1.55	25	Dly	"	IDL SR	117	88	20	T,Sa	"	IDL AV	74	56	15	M,W,F	
Niamey, Fr. W. Afr.	IDL AF	1.78	1.33	40	M,F	"	MIA K	67	43	15	W,Sa	Rangoon, Burma	IDL BO	2.73	2.05	25	Dly	
"	BOS AF	1.76	1.32	40	F	Paris, France	IDL S	1.17	88	20	Dly	"	MIA BO	2.77	2.10	25	W,Sa	
"	CHI AF	1.84	1.29	40	F	"	IDL EL	1.17	88	20	W,Sa	"	BOS BO	2.71	2.04	25	Th,Sa	
"	YML AF	1.74	1.30	40	F	"	LAX SS	1.43	1.13	40	M,W,Sa	"	IDL K	2.73	2.05	25	W,F,Sa	
Nice, France	IDL S	1.27	95	40	M,Th,Sa	"	IDL IB	1.17	88	20	M,W,F	"	IDL SS	2.73	2.05	40	Sa	
"	IDL AF	1.27	95	40	Dly	"	IDL SR	1.17	88	20	Dly	Recife (Pernambuco), Brazil	IDL P	1.48	1.48	20	Dly	
"	BOS AF	1.25	94	40	Sa	"	CHI AF	1.17	88	20	Dly	"	MIA P	1.54	1.54	20	M,W,F	
"	CHI AF	1.23	92	25	W,Sa	"	BOS AF	1.15	86	30	Sa	"	BRO P	1.56	1.56	20	Dly	
"	YML AF	1.23	92	25	W,Sa	"	CHI AF	1.22	93	40	W,Sa	"	HOU P	1.65	1.65	...	M,Sa	
"	IDL P	1.27	95	20	M,F	"	YML AF	1.12	84	30	W,Sa	"	LAX P	1.65	1.65	...	M,F	
"	BOS P	1.25	93	20	M,F	"	IDL K	1.17	88	30	Dly	"	MSY P	1.61	1.61	...	Sa,W	
"	BOS BO	1.25	94	20	Dly	"	YML K	1.12	84	30	Dly	Reggio Calabria, Italy	MIA BZ	1.00	75	...	M,W,F	
"	IDL BO	1.27	95	20	Dly	"	IDL TW	1.17	88	30	M,Th,Sa	"	IDL LI	1.47	1.11	25	Dly except Sa	
"	IDL K	1.27	95	20	M,Th,F,Sa	"	IDL TW	1.17	88	30	M,Th	Regina, Sask., Canada	IDL T	21	17	20	15	Dly
"	YML K	1.27	95	20	M,Th,Sa	"	CHI TW	1.22	93	30	22 Wkly	Reunion Island	IDL AF	2.86	2.15	40	M,T,F	
"	IDL SR	1.27	95	40	T,W,Th,Sa	"	PHL TW	1.18	89	30	22 Wkly	"	BOS AF	2.84	2.13	40	Sa	
"	IDL SS	1.27	95	40	T,W,Th,Sa	"	MKCTW	1.30	98	40	22 Wkly	"	CHI AF	2.92	2.20	40	W,Sa	
"	LAX SS	1.53	1.21	...	W,Sa	"	LAX TW	1.44	1.13	40	22 Wkly	"	YML AF	2.92	2.11	40	W,Sa	
Nicosia, Cyprus	IDL BO	1.66	1.25	25	Dly	"	IDL P	1.17	88	30	Dly	"	IDL P	2.82	2.11	40	W,Sa	
"	IDL EL	1.66	1.25	25	Sa,T,F	"	BOS P	1.15	86	30	Sa,T,Th	"	BOS P	2.83	2.11	40	F	
"	MIA BO	1.73	1.31	25	T,F	"	IDL BO	1.15	86	25	Dly	"	IDL I	2.85	2.11	40	T,Sa	
"	BOS BO	1.64	1.23	25	W,Sa	Parnahyba, Brazil	IDL SW	91	74	20	...	Rio de Janeiro, Bra.	IDL P	1.42	1.07	20	Dly except M	
"	SEA P	1.88	1.36	20	Dly	"	IDL P	1.33	1.13	15	Sa,T,Th,Sa	"	MIA P	1.32	1.00	20	T,Th,Sa	
Nome, Alaska	IDL SS	1.17	88	20	Dly	"	MIA BZ	99	67	15	M,T,Th	"	MSY P	1.63	1.16	20	M,F	
Norrköping, Sweden	IDL T	09	6.50	10	Dly	"	IDL AV	64	48	15	Dly	"	HOU P	1.42	1.07	20	Sa,T,T,F	
North Bay, Ont., Canada	IDL T	09	6.50	10	Dly	Pereira, Colombia	MIA AV	64	48	15	Dly ex. Th,Sa	"	BRO P	1.57	1.16	20	M,W,F	
Noumea, New Caledonia	IDL AF	3.64	2.73	25	F	"	BRO P	63	48	...	"	LAX P	1.57	1.16	20	M,W,F		
"	BOS AF	3.62	2.72	25	Sa	"	HOU P	63	48	...	"	IDL V	1.42	1.07	20	Sa		
"	CHI AF	3.62	2.79	25	W,Sa	"	MSY P	60	45	...	"	MIA BZ	1.20	70	...	M,W,F		
"	YML AF	3.60	2.70	25	W,Sa	"	LAX P	77	58	...	"	DAI B	1.42	1.07	40	Sa,M		
Nueva Gerona (Isle of Pines), Cuba	MIA EA	14	...	...	Dly	Pisa, Italy	IDL SW	1.08	80	20	...	"	HOU B	1.38	1.04	40	Sa,M	
Nueva Ocotepaque, Hon.	MSY TA	47	36	15	M,W,F	Pose, P. R.	MIA K	15	12	...	"	BRO B	1.38	1.04	40	Sa,M		
"	MEX TA	27	21	15	T,Th,Sa	"	IDL R	32	22	...	"	CRP B	1.38	1.04	40	Sa,M		
Nuremberg, Germany	IDL K	1.27	95	20	Dly except Sa	Port au Prince, Haiti	MIA P	15	12	15	2 Dly	"	FTW R	1.42	1.07	40	Sa,M	
"	YML K	1.23	93	20	M,Th,Sa	"	IDL P	25	21	15	Dly	"	LRD B	1.44	1.09	40	Sa,M	
"	IDL SS	1.27	95	40	Dly	"	CHI DC	28	24	15	M,T,Sa	"	SAT B	1.42	1.07	40	Sa,M	
"	LAX SS	1.54	1.21	...	M,W,Sa	"	YIP DC	27	23	15	M,T,Sa	"	MIA B	1.27	96	40	Sa,T,Th,F	
"	IDL S	1.27	95	40	Th,M,T,F	"	HOU DC	25	22	15	M,T,Sa	Robertsville, Lib.	IDL AF	1.71	1.29	40	W	
"	IDL AF	1.28	95	40	Dly except F	"	MSY DC	25	22	15	M,T,Sa	"	BOS AF	1.70	1.27	40	Sa	
"	BOS AF	1.26	95	40	Sa	"	MKDC	22	21	15	M,T,Sa	"	CHI AF	1.68	1.26	40	W,Sa	
"	CHI AF	1.33	1.01	40	W,Sa	"	IDL K	25	21	15	F	"	YML AF	1.68	1.26	40	W,Sa	
"	YML AF	1.33	1.01	40	W,Sa	Port Elizabeth, S. Africa	IDL BO	2.29	1.71	33	Dly	"	IDL P	1.69	1.27	40	M,Th	
"	IDL (H)	1.27	95	20	Dly	"	ROB BO	2.27	1.70	33	Dly	"	BOS P	1.67	1.25	40	Th	
"	BOS BO	1.26	94	20	Dly	Port Harecourt (Nigeria)	IDL BO	1.92	1.44	25	Dly	Robore, Bolivia	MIA P	1.17	87	20	Th,M	
"	IDL SR	1.27	95	40	Dly	"	BOS BO	1.90	1.43	25	Dly	"	MSY P	1.22	92	25	M,Th	
"	IDL SW	97	78	20	Dly	Port of Spain, Trinidad	MIA P	39	29	15	T,Th,Sa	"	HOU P	1.26	94	25	Sa,W	
Oaxaca, Mexico	MIA P	81	30	07	Dly	"	MSY P	45	34	16	W,F	Rosenne, Denmark	IDL S	1.39	1.04	40	Th,Sa	
"	MSY P	49	33	...	M,W,F	"	HOU P	48	37	15	Sa,T,Th	Rome, Italy	IDL LI	1.39	1.04	25	W,F	
"	BRO P	19	15	...	M,Th,Sa	"	BRO P	48	37	15	T,Th	"	IDL BO	1.39	1.04	25	Dly	
"	HOU P	21	16	...	Dly	"	LAX P	63	48	15	M,W,F	"	BOS BO	1.37	1.03	25	Th,Sa	
"	LAX P	25	29	...	Dly	"	YML T	50	35	15	W	"	IDL EL	1.39	1.04	25	Sa,T,F	
Okinaawa	CHI NW	2.68	2.01	40	Sa,T,Th,Sa	"	IDL K	45	34	15	T,W,Sa	"	IDL SS	1.39	1.04	40	Dly	
"	YIP NW	2.69	2.02	40	Sa,T,Th,Sa	"	MIA K	38	29	15	T,W,Sa	"	LAX SS	1.39	1.04	40	Dly	
"	MKE NW	2.68	2.01	40	Sa,T,Th,Sa	"	IDL BO	45	34	15	Dly	"	CHI AF	1.37	1.03	40	Sa	
"	MEP NW	2.64	1.98	40	Sa,T,Th,Sa	"	IDL AL	45	30	...	F	"	YML AF	1.35	1.01	40	W,Sa	
"	IDL NW	2.74	2.05	40	Sa,T,Th,Sa	"	IDL LV	50	38	...	Dly except M	"	IDL K	1.39	1.04	25	Dly	
"	PDX NW	2.46	1.87	40	Sa,T,Th,Sa	Port Sudan, Ang. Eg. Sudan	MIA BZ	33	18	...	M,W,F	"	YML K	1.35	1.01	40	M,Th,Sa	
"	SEA NW	2.49	1.87	40	Sa,T,Th,Sa	"	IDL R	1.99	1.49	25	Dly	"	IDL TW	1.37	1.04	40	Wkly	
"	SEO J	2.49	1.87	40	T,Th,Sa	Port Algers, Brazil	BOS BO	1.97	1.48	25	Th,Sa	"	BOS TW	1.37	1.03	40	Sa,M,T,Th,Sa	
"	LAX P	2.50	1.88	...	Dly	"	IDL P	1.82	1.14	20	Sa,W,F	"	CHI TW	1.45	1.10	40	25 Wkly	
Oran, Algeria	IDL AF	1.36	1.02	40	T,W,Th,Sa,Su	"	IDL V	1.82	1.14	20	Sa	"	PHL TW	1.41	1.06	40	24 Wkly	
"	BOS AF	1.35	1.01	40	Sa	"	MIA P	1.42	1.07	20	Th	"	MKCTW	1.52	1.15	40	25 Wkly	
"	CHI AF	1.42	1.08	40	W,Sa	"	MSY P	1.49	1.41	30	T	"	LAX TW	1.66	1.30	40	25 Wkly	
"	YML AF	1.34	99	40	W,Sa	"	HOU P	1.88	1.11	20	T	"	IDL SR	1.39	1.04	40	Dly	
Oruro, Bolivia	MIA P	1.11	83	20	Sa,M,W	"	BRO P	1.66	1.03	30	T	"	IDL P	1.39	1.04	25	Dly ex. Sa,T	
"	MSY P	1.17	87	20	Sa,M	Porto Nacional, Brazil	LAX P	2.14	2.14	30	W	"	BOS P	1.37	1.02	25	Sa,Th	
"	HOU P	1.19	90	20	Sa,Su,T	"	MIA BZ	1.02	69	...	M,W,F	"	IDL SW	1.12	90	20	...	
"	BRO P	1.19	90	20	Sa,Su	Prague, Czechoslovakia	IDL S	1.35	1.01	40	F,Sa	Saigon, Indo China	IDL AF	3.03	2.27	35	Sa,T,W,F,Sa	
"	LAX P	1.32	1.00	20	M,W	"	IDL R	1.31	98	20	T,W,F	"	BOS AF	3.01	2.20	35	Sa	
Osaka, Japan	ROJ J	3.74	3.07	40	M,W,F	"	IDL BO	1.35	1.01	40	Dly ex. Sa,M	"	CHI AF	3.06	2.23	35	W,Sa	
Oslo, Norway	IDL SS	1.24	93	40	Dly	"	BOS BO	1.33	1.00	40	Dly	"	YML AF	2.90	2.14	35	W,Sa	
"	LAX SS	1.51	1.19	40	M,W,Sa	"	LAX SS	1.62	1.27	...	M,W,Sa	"	IDL BO	3.02	2.27	35	Dly	
"	IDL S	1.24	93	40	M,Th,Sa	"	IDL SS	1.35	1.01	40	Dly	St. Croix, Virg. Is.	IDL P	27	21	05	Sa,W	
"	IDL K	1.24	93	20	Dly except Sa	"	IDL AF	1.35	1.01	40	Dly except Sa	"	MIA P	20	15	05	Sa,W	
"	YML K	1.20	90	20	M,Th	"	BOS AF	1.33	1.00	40	Sa	St. John, N. B.	BOS T	05	4.20			



# INTERNATIONAL AIR CARGO RATE TABLES—Continued

RATES (See Note)						RATES (See Note)						RATES (See Note)					
Destination	Airport and Airline	Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Depart	Destination	Airport and Airline	Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Depart	Destination	Airport and Airline	Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Depart
San Ignacio de Velasco (Cont'd)	LAX P	1.39	1.05	...	F	Sao Paulo (Cont'd)	MIA B	1.27	98	40	T,Th,Sa,F	Sydney (Cont'd)	HNL BC	1.56	1.17	23	M,Th
San Jose, Bolivia	MSY P	1.22	.92	...	Sa	"	SAT B	1.42	1.07	40	Su,T,Th,F	"	YVR BC	2.20	1.86	35	M, alt. Th
San Jose, Costa Rica	MIA P	1.16	.63	20	M,Th	Seoul, Korea	CHI NW	2.68	2.01	20	T,Th,Sa	Sydney, N.E.	BOS T	.09	7.40*	10	Dly
"	MSY P	1.22	.92	25	M,Th	"	YIP NW	2.69	2.02	20	T,Th,Sa	Taipei, Formosa	IDL NW	2.74	2.06	20	Su,T,Th
"	MIA P	.35	.23	15	M,F	"	SEA NW	2.49	1.87	20	T,Th,Sa	"	YIP NW	2.69	2.05	20	Su,T,Th
"	MSY P	.45	.34	15	Sa,Su,T,Th	"	MSP NW	2.64	1.98	20	T,Th,Sa	"	MKE NW	2.68	2.01	20	Su,T,Th
"	HOU P	.48	.36	15	Dly	"	IDL NW	2.74	2.05	20	T,Th,Sa	"	MSP NW	2.64	1.98	20	Su,T,Th
"	BRO P	.45	.34	15	Dly except Su	Shannon, Eire	PDX NW	2.49	1.87	20	T,Th,Sa	"	PDX NW	2.49	1.87	20	Su,T,Th
"	LAX P	.91	.46	15	M,W,F	"	IDL P	1.00	.75	20	Dly	"	SFO NW	2.50	1.88	20	Su,T,Th
"	MSY TA	.39	.22	15	Dly except Su	"	BOS P	.98	.74	20	Dly	Takoradi (Gold Coast)	IDL BO	1.83	1.38	25	Dly
"	MEX TA	.31	.20	15	Dly except Su	"	IDL LI	1.00	.75	25	W,Sa	"	BOS BO	1.81	1.36	25	Dly
"	MIA K	.61	.25	15	W,Sa,Su	"	YML T	.96	.72	22**	Su	Talara, Peru	MIA P	.73	.55	20	Dly ex. Th,Sa
San Juan, Puerto Rico	IDL P	.22	.18	05	Twice Dly	"	IDL TW	.99	.75	30	Dly	"	MSY P	.78	.59	20	Su,M,T,F
"	MIA P	.18	.12	05	Twice Dly	"	BOS TW	.97	.73	30	Su,M,Th,F	"	BRO P	.82	.62	...	M,Th,Sa
"	MIA R	.15	.12	...	Dly	"	PHL TW	1.01	.77	30	Dly	"	HOU P	.82	.62	...	Su,W,F
"	IDL R**	.22	.20	...	Dly	"	MKCTW	1.12	.86	40	Dly	Tamatave, Madagascar	IDL AF	2.73	2.03	40	T,F
"	CHI DC	.32	.25	05	M,Th,Sa	"	LAX TW	1.27	1.00	40	Dly	"	BOS AF	2.71	2.03	40	Sa
"	YIP DC	.31	.24	15	M,Th,Sa	"	IDL SR	.99	.75	30	Dly	"	CHI AF	2.70	2.10	40	W,Sa
"	MEMDC	.26	.21	15	Sa	"	IDL K	.99	.75	29	Dly	Tampico, Mexico	YML AF	2.69	2.02	40	W,Su
"	CHI E**	.32	.25	15	Dly	"	IDL SW	.97	.73	30	Sa	"	HOU P	.13	.09	15	Dly
"	YIP E**	.29	.23	28	Dly	"	IDL AW	.99	.75	30	Dly except T	"	BRO P	.10	.08	15	T,W,F
"	IDL E**	.22	.20	28	Three Dly	"	IDL S	.99	.75	30	Dly	Tananarive, Madagascar	LAX P	.36	.28	15	Dly
San Pedro Sula, Honduras	MIA TN	.18	.12	15	Dly	Singapore, Mal. St.	IDL BO	2.92	2.19	25	Dly	"	IDL AF	2.68	2.01	40	W,F,M
"	MSY TA	.38	.21	15	M,Th	"	MIA BO	2.91	2.18	25	W,Sa	"	BOS AF	2.65	2.00	40	F
San Salvador, El Salvador	MIA P	.37	.28	15	M,F	"	BOS BO	2.90	2.18	25	Th,Sa	"	CHI AF	2.74	2.06	40	...
"	MSY P	.39	.29	15	Sa,Su,T,Th	"	RFO P	2.50	1.88	33	F	"	YML AF	2.64	1.98	40	...
"	HOU P	.36	.28	15	Dly	"	LAX P	2.50	1.88	33	F	"	IDL BO	2.68	2.01	40	...
"	BRO P	.34	.26	15	Dly except Su	"	IDL K	2.92	2.19	25	T,Th,Sa,Sa	"	BOS BO	2.66	2.00	25	...
"	LAX P	.30	.28	15	M,W,F	"	YML K	2.88	2.16	25	W,Th	Tanga	IDL BO	2.69	1.96	25	...
"	MSY TA	.34	.26	15	M,W,F	"	IDL LU	.99	.75	25	Dly except T	Tanganyika					
"	MEX TA	.20	.13	15	Dly	Siuna, Nicaragua	MSY TA	.55	.42	15	Dly	Tanger, Morocco	IDL AF	1.26	.95	40	Sa,Su,T
"	PIE AS	.25	.17	15	T,Th,Sa	Stanleyville, Bel. Congo	MEX TA	.43	.33	15	M,T,W,Th,F	"	BOS AF	1.24	.93	40	Sa
"	MIA TN	.25	.17	15	M,Th	"	IDL S	2.09	1.56	40	M,T,W,F,Sa	"	CHI AF	1.32	1.00	40	W,Sa
Santa Clara, Cuba	MIA P	.13	.09	05	Dly	Stavanger, Norway	IDL SS	1.24	.93	40	Dly	"	YML AF	1.22	.92	40	W,Sa
Santa Cruz, Bolivia	MIA P	1.17	.87	20	Dly ex. Sa,T,F	"	LAX SS	1.51	1.19	40	M,W,Sa	Tapachula, Mexico	MIA P	.43	.32	15	Dly
"	HOU P	1.22	.92	20	Su,M,Th,F	Stockholm, Sweden	IDL SS	1.26	.95	40	Dly	"	MSY P	.49	.39	15	Sa,Su,T,Th
"	BRO P	1.24	.93	20	F,W,Sa,Su	"	LAX SS	1.53	1.20	40	M,W,Sa	"	HOU P	.29	.22	15	Dly
"	LAX P	1.37	1.03	20	M,W,Sa	"	IDL K	1.24	.93	20	Dly	"	BRO P	.36	.21	15	Dly except Su
Santa Maria, Azores	IDL P	.87	.65	20	Su,M,Th,F	"	YML K	1.20	.90	20	M,Th,Sa	"	LAX P	.43	.33	15	Dly
"	BOS P	.85	.64	15	M,Th,F	"	IDL BO	1.20	.95	20	M,Th,Sa	Tegucigalpa, Hon.	MIA P	.37	.28	15	M,F
"	IDL TW	.86	.65	30	Su,T,Th,F,Sa	"	BOS BO	1.24	.93	20	Dly	"	MSY P	.40	.30	15	Sa,Su,T,Th
"	BOS TW	.84	.64	30	T,Sa	"	IDL S	1.26	.95	40	Dly	"	HOU P	.39	.30	15	Dly
"	CHI TW	.92	.70	30	Su,T,Th,F,Sa	"	IDL P	1.26	.95	20	Su,T,F	"	BRO P	.38	.29	15	Dly ex. Su
"	PHL TW	.88	.67	30	Su,T,Th,F,Sa	"	BOS P	1.24	.93	20	Su,T,F	"	LAX P	.53	.38	15	M,W,F
"	MKCTW	.99	.76	30	Su,T,Th,F,Sa	"	IDL SR	1.26	.95	40	Dly	"	MSY TA	.37	.18	...	Dly except Su
"	LAX TW	1.13	.90	30	Sa,M,W,Th,F	"	IDL AF	1.26	.95	40	Su,M,Th,F	"	MEX TA	.23	.16	...	Dly except Su
Santa Marta, Colombia	IDL AV	.86	.43	15	M,Th,Sa	"	BOS AF	1.24	.93	40	Sa	Tehran, Iran	IDL BO	2.07	1.56	25	Dly
"	MIA AV	.46	.35	15	Su,M,W,Th	"	CHI AF	1.32	1.00	40	W,Sa	"	BOS BO	2.05	1.54	25	Th,Su
"	BRO P	.45	.35	...	Dly	Strasbourg, France	YML AF	1.22	.92	40	W,Sa	"	IDL AF	2.07	1.56	40	Th,Su
"	MSY P	.55	.42	...	M,Th,Sa	Stuttgart, Germany	IDL P	1.26	.95	20	Su,T,F	"	BOS AF	2.06	1.54	40	Sa
"	HOU P	.55	.42	...	Su,W	"	BOS P	1.24	.93	20	Su,T,F	"	CHI AF	2.13	1.61	40	W,Sa
"	MSY P	.53	.40	...	Su,W	"	IDL S	1.26	.94	40	Su,T,W,F	"	YML AF	2.04	1.53	40	W,Sa
"	LAX P	.69	.52	...	Su,T,Th	"	IDL BO	1.26	.94	20	Dly	"	IDL K	2.07	1.56	25	T,Th,F,Su
Santiago, Chile	MIA P	1.31	.98	20	Dly	"	IDL SR	1.26	.94	40	Dly	"	YML K	2.03	1.52	25	Th,F
"	MSY P	1.37	1.03	20	Dly ex. M,Th	"	LAX SR	1.52	1.20	40	M,W,Su	"	IDL SS	2.07	1.56	40	T,Th,F
"	HOU P	1.41	1.06	20	Dly	"	IDL SR	1.26	.94	40	Dly	"	LAX SS	2.34	1.81	40	M,W
"	BRO P	1.41	1.06	20	Su,Th,Sa	"	IDL K	1.26	.94	20	Dly	Tel Aviv, Israel	IDL SR	2.07	1.56	40	...
"	LAX P	1.53	1.15	20	M,Th,Sa	"	YML K	1.22	.92	20	M,Th,Sa	"	IDL EL	1.75	1.32	25	M
Sao Luis, Brazil	IDL P	1.09	.83	20	T,Th,Sa	"	IDL SW	.97	.78	20	Dly	"	IDL EF	1.72	1.29	25	W,Su
"	MIA P	1.17	1.17	20	Th	"	IDL AF	1.26	.94	40	Dly except F	"	IDL LI	1.72	1.29	25	M
"	MSY P	1.38	1.38	25	Su,M,T,W,Th	"	BOS AF	1.24	.93	40	Sa	"	IDL K	1.75	1.32	25	M,W,Th
"	HOU P	1.51	1.51	25	T,Th	"	CHI AF	1.32	1.00	40	W,Sa	"	YML K	1.71	1.28	27	M,Th
"	BRO P	1.43	1.43	25	Su,T,Th	"	YML AF	1.22	.91	40	W,Sa	"	IDL BO	1.75	1.32	25	Dly
"	LAX P	1.62	1.62	25	M,W,F	Suva, Fiji Islands	SFO Q	1.78	1.36	25	Su,Th	"	BOS BO	1.73	1.30	25	Th,Sa
"	MIA BZ	1.16	1.16	...	M,W,F	"	SEA P	1.78	1.36	25	M,W,F	"	IDL TW	1.75	1.32	40	M,W,F
Sao Paulo, Brazil	IDL P	1.42	1.07	20	F,Su,W	"	SFO Q	1.78	1.36	...	Sa	"	PHL TW	1.77	1.33	40	M,W,F
"	MSY P	1.32	1.00	20	Th	Sydney, Australia	LAX P	2.21	1.66	25	Su,Th	"	MKCTW	1.81	1.37	40	M,W,F
"	MIA P	1.53	1.16	20	W	"	RFO P	2.21	1.66	25	Su,Th	"	LAX TW	2.02	1.57	40	Su,T,Th
"	HOU P	1.42	1.07	20	T	"	SEA P	2.21	1.66	25	Su,Th	"	IDL AF	1.75	1.32	40	Su
"	BRO P	1.67	1.36	20	T	"	PDX P	2.21	1.65	...	M,W,F	"	BOS AF	1.73	1.30	40	Sa
"	LAX P	1.57	1.18	20	W	"	SFO Q	2.20	1.65	...	Su	"	CHI AF	1.81	1.37	40	W,Sa
"	IDL V	1.42	1.07	20	Sa	"	YVR Q	2.20	1.65	...	Su	"	YML AF	1.71	1.28	40	W,Sa
"	MIA BZ	1.20	.79	...	M,W,F	"	IDL K	3.51	2.64	45	Su	"	IDL SR	1.75	1.32	40	Su
"	BRO B	1.38	1.04	40	Su,M	"	YML K	3.50	2.63	47	Su	"	IDL SS	1.75	1.32	40	Su
"	CRP B	1.38	1.04	40	Su,M	"	IDL BO	3.51	2.63	33	Dly	Tela, Honduras	MSY TA	.42	.35	...	Dly
"	DAL B	1.42	1.07	40	Su,M	"	MIA BO	3.63	2.74	43	W,Sa	"	MEX TA	.26	.19	...	M,T,W,Th,F
"	FTW B	1.42	1.07	40	Su,M	"	BOS BO	3.49	2.62	25	Th,Sa						
"	HOU B	1.38	1.04	40	Su,M	"	8FO BC	2.20	1.66	25	M,Th						
"	LRD B	1.44	1.09	40	Su,M												

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MIAMI: 36th St Terminal, Int'l. Airport, Miami 65-6565

NEWARK: Building 513, Newark Airport, Mitchell 2-8646

NEW ORLEANS: Moisant Int'l. Airport, Kenner 4-5581

NEW YORK: Idlewild Airport, Cargo Operations Bldg. Ol. 6-5220

PHILADELPHIA: Philadelphia Int'l. Airport, Balgrade 2-8866

SAN FRANCISCO: Terminal Bldg., Int'l. Airport, Plaza 5-7528

# INTERNATIONAL AIR CARGO RATE TABLES—Continued

Destination	Airport and Airline	RATES (See Note)				Depart
		(Un-Lb.) Per 100 Lbs.	(Over 100 Lb.) Per 100 Lbs.	(Over 100 Lb.) Per \$100 Value		
Toluca, B.W.I.	IDL BO	45	34	15	M,W,Sa	
Tokyo, Japan	IDL P	3 65	2 74	40	Dly	
"	BOS P	3 64	2 74	40	Dly	
"	LAX P	2 50	1 88	40	M,W,Sa	
"	SFO P	2 50	1 88	40	Dly	
"	SEA P	2 50	1 88	40	Dly	
"	PDX P	2 50	1 88	40	Dly	
"	IDL AF	3 65	2 74	40	T,Sa	
"	BOS AF	3 63	2 73	40	W,Sa	
"	CHI AF	3 71	2 79	40	W,Sa	
"	YML AF	3 61	2 71	40	W,Sa	
"	IDL SS	3 65	2 74	40	T,Th,Sa	
"	ACG NW	2 40	1 80	40	T,Th,Sa	
"	CHI NW	2 68	2 01	40	T,Th,Sa	
"	YIP NW	2 69	2 02	40	T,Th,Sa	
"	MKE NW	2 68	2 01	40	T,Th,Sa	
"	MSB NW	2 64	1 99	40	T,Th,Sa	
"	PIT NW	2 72	2 04	40	T,Th,Sa	
"	PDX NW	2 49	1 87	40	T,Th,Sa	
"	IDL NW	2 74	2 05	40	T,Th,Sa	
"	SEA NW	2 49	1 87	40	T,Th,Sa	
"	IDL BO	3 65	2 74	25	Dly	
"	MIA BO	3 65	2 73	25	W,Sa	
"	BOS BO	3 63	2 73	25	Th,Sa	
"	IDL K	3 53	2 65	25	Sa,T	
"	SFO J	2 49	1 87	40	T,Th,Sa	
Toronto, Ont., Can.	LGA A**	07	0478	10	Dly	
"	IDL A**	07	0478	10	Dly	
"	EWB A**	07	0478	10	Dly except Sa	
"	BTF A**	07	0478	10	Dly	
"	IDL T	07	4 80	10	Dly	
Trieste, Italy	IDL LI	1 35	1 12	25	F	
Trinidad, Cdm.	MIA P	1 15	1 11	07	Dly	
Tripoli, Libya	IDL BO	1 46	1 09	25	Dly	
"	MIA BO	1 58	1 20	25	W,Sa	
"	BOS BO	1 44	1 08	25	Th,Sa	
"	IDL S	1 46	1 09	25	T,Th	
Trujillo, Honduras	MSY TA	48	27	15	Dly	
"	MEX TA	28	22	15	M,T,W,Th,F	
Tshikapa, Bel. Congo	IDL S	2 25	1 69	40	Sa,Th	
Tunis, Tunisia	IDL AF	1 36	1 02	40	Sa,M,W,Th,F	
"	IDL LI	1 52	1 14	40	T,Th,Sa	
"	BOS AF	1 34	1 01	40	Sa	
"	CHI AF	1 42	1 07	40	W,Sa	
"	YML AF	1 32	09	40	W,Sa	
"	IDL TW	1 36	1 02	40	T	
"	PHL TW	1 37	1 03	40	T	
"	BOS TW	1 34	1 00	40	T	
"	CHI TW	1 42	1 07	40	T	
Tunisia (Cont'd)	MKCT TW	1 48	1 13	40	T	
"	LAX TW	1 62	1 27	40	M	
"	IDL BO	1 36	1 02	40	Dly	
"	BOS BO	1 34	1 01	25	Dly	
Tuspan, Mexico	HOU P	17	13	07	Dly	
"	BRO P	12	09	07	Dly except Sa	
"	LAX P	34	28	15	Dly	
Tuxtla, Gutierrez, Mexico	MIA P	48	36	15	Dly	
"	MSY P	44	33	15	Sa,Su,T,Th	
"	HOU P	26	20	15	Dly	
Usumbura, Ruanda-Urundi	IDL S	2 09	1 86	40	Sa,Th	
Vancouver, B. C., Canada	SEA U	07	048	10	Dly	
"	SFO U	12	098	10	Dly	
"	LGA U	31	2946	10	Dly	
"	HDL U	32	300	10	Dly	
"	BOS U	32	305	10	Dly	
"	EWU U	31	2946	10	Dly	
"	PHL U	31	2946	10	Dly	
"	CLE U	27	254	10	Dly	
"	DCA U	31	28	10	Dly	
"	CHI U	24	219	10	Dly	
"	DEN U	15	136	10	Dly	
"	SLC U	12	108	10	Dly	
"	LAX U	16	13	10	Dly	
"	PDX U	07	048	10	Dly	
"	IDL T	21	25	04	10	Dly
"	SFO Q	11	08	10	Sa	
Varadero, Cuba	MIA P	08	06	05	Dly	
Versacruz, Mexico	MIA P	39	30	15	Dly	
"	HOU P	21	16	15	Dly	
"	BRO P	19	16	15	M,Th,Sa	
"	MSY P	34	26	15	M,W,F	
"	LAX P	35	29	15	Dly	
Victoria, Brazil	MSY P	1 60	1 60	20	Dly	
"	HOU P	1 81	1 81	20	Sa,W	
"	BRO P	1 73	1 73	20	M,Th,Sa	
"	MIA BZ	1 25	83	20	M,W,F	
Victoria, B. C.	IDL T	32	26	10	Dly	
Victoria de las Tumas, Cuba	MIA P	14	09	05	Dly	
Vienna, Austria	IDL P	1 37	1 03	25	Dly	
"	BOS P	1 35	1 02	20	Dly	
"	IDL S	1 37	1 03	25	Sa	
"	IDL AF	1 37	1 03	40	T,Th	
"	BOS AF	1 35	1 02	40	Sa	
"	CHI AF	1 43	1 08	40	W,Sa	
"	YML AF	1 33	1 00	40	W,Sa	
"	IDL SS	1 37	1 03	40	M,W,Sa	
"	LAX SS	1 64	1 28	40	M,W,Sa	
Vienna (Cont'd)	IDL K	1 37	1 03	25	Sa,M,W,Sa	
"	YML K	1 33	1 00	20	Sa,M	
"	IDL BO	1 37	1 03	25	Dly	
"	BOS BO	1 35	1 02	25	Dly	
"	IDL SR	1 33	1 07	40	Dly	
Villahermosa, Mex.	MIA P	34	26	07	Dly	
"	MSY P	29	22	07	Sa,Su,T,Th	
Vishy, Sweden	IDL SS	1 32	99	25	Dly	
Wake Island	LAX P	1 66	1 22	15	Dly	
"	SFO P	1 66	1 22	15	Dly	
"	PDX P	1 66	1 22	15	Dly	
"	SEA P	1 66	1 22	15	Dly	
Warsaw, Poland	IDL S*	1 46	1 09	40	M,W,Th,F	
"	IDL SR	1 46	1 09	40	Dly ex. M,Sa	
Wellington, N. Z.	IDL BO	3 97	2 98	25	Dly	
"	BOS BO	3 95	2 96	25	Th,Sa	
"	SFO Q	2 10	1 59	25	M,W,F	
"	YVR Q	2 10	1 59	25	Sa	
Windhoek, S. W. Africa	IDL BO	2 09	1 56	25	Dly	
"	BOS BO	2 07	1 55	25	Dly	
Windsor, Ont., Can.	IDL T	06	5 50*	10	Dly	
Winnipeg, Man., Canada	IDL T	17	14	00*	10	Dly
Zagreb, Yugo	IDL S	1 42	1 06	40	M,Th,F,Sa	
"	IDL SR	1 42	1 06	40	Sa,M,W,F	
Zurich, Switzerland	IDL SR	1 24	93	40	Dly	
"	IDL SS	1 24	93	40	Dly	
"	LAX SS	1 51	1 18	40	M,W,Sa	
"	IDL S	1 24	93	40	Dly except Sa	
"	IDL AF	1 24	93	40	M,W,F	
"	BOS AF	1 22	92	40	Sa	
"	CHI AF	1 30	98	40	W,Sa	
"	YML AF	1 20	90	30	W,Sa	
"	IDL EL	1 24	93	25	Sa,T,F	
"	IDL K	1 24	93	20	Dly	
"	YML K	1 20	90	20	M,Th,Sa	
"	BOS BO	1 22	92	20	Th,Sa	
"	IDL BO	1 24	93	20	Dly	
"	MIA BO	1 36	1 03	20	W,Sa	
"	IDL TW	1 24	93	40	Dly except Sa	
"	PHL TW	1 26	95	40	Dly except Sa	
"	BOS TW	1 22	92	40	Sa	
"	CHI TW	1 30	98	40	Dly	
"	MKCT TW	1 37	1 04	40	Dly	
"	LAX TW	1 51	1 18	40	Dly	
"	IDL SW	99	79	20	-----	
"	IDL AW	1 24	93	40	Th	
"	YML AW	1 20	90	30	Th	

## Opinion

**Burt C. Monesmith**, vice president, Lockheed Aircraft Corporation: "Because jet aircraft are years away from quantity production, it is certain that piston-engine planes will have to carry the bulk of the load—about 65%—even in 1965." Turboprop types, he said, will take over about 34% and the few long-range jets flying then will carry the remaining 1%. More piston transports will be needed by the 60s because turbine types cannot be produced fast enough to absorb all the increasing passenger volume. In the next decade, air travel is expected to jump 125% (72 billion revenue-passenger miles in 1955). He added: "That is why Lockheed is pushing development of its regular Model 1049G and latest Model 1649 Super Constellation even while the all-new, medium-range turboprop *Electra* is being readied."

**Stanley Gewirtz**, executive assistant to the president, Air Transport Association (before the Atlanta Chapter of the National Defense Transport Association): "It is time the airline industry in the United States emphasized and reiterated the constructive contribution it has made, and is continuing to make, to the American economy. For too long a period now, the occasion of the Civil Aeronautics Board's request to the Congress for its annual appropriation has provided a happy hunting ground for trigger-happy opponents of airline progress who, in opposing public service revenue appropriations, tell only an infinitesimal portion of the story of air transportation's phenomenal growth under progressive legislation—a growth only partially made possible

through government aid . . . Airline subsidy or public service revenues, as they should be called, have paid off in producing a domestic and international air transport system, carrying the flag of the United States, which has assisted the commerce, provided an effective arm of the national defense and benefited the postal service—all accomplished as the airlines have become increasingly self-sufficient."

## Live Cargo

India has agreed to supply the United States with all the Rhesus monkeys required for medical research and the manufacture of anti-polio vaccine until June 30, 1956. Approximately 130,000 Rhesus monkeys are used every year by American scientists. The agreement will come up for renewal next June. Last March, after an unfortunate incident in London which led to the death of a consignment of monkeys, India clamped down an embargo on

transportation problems for the United States and Brazilian Governments. The export of simians. This threatened the supply of Salk vaccine in the United States. (Monkey kidneys are used to grow virus used in the anti-polio vaccine.) The embargo was modified a month later, permitting the United States to continue its work in the anti-polio field—but the modification was only temporary. The new agreement assures India that the monkeys will receive excellent care en route.

## Military Freight

**Air Materiel Command** has completed the first phase in the classification of some 850,000 items for freight description which will reduce transportation costs by several million dollars a year. As an example of this classification, AMC said that an actuator which might have been described for shipment as an airplane part would cost \$15.29 per 100 pounds to ship it from New York to Los Angeles. This actuator could now be defined as an electric motor and would be shipped on the same route for only \$8.66. Airplane parts are charged 1½ times the first-class freight rate while an article described as an electric motor would cost only 85% of the first-class rate. The new system has taken about 1½ years to complete and will continue to add several thousand new supply items monthly along with their attendant freight classification descriptions to the Air Force supply network. It has been proposed that the prime depots work with contractors to establish a freight classification description for these new items that are coming into the Air Force supply system.

## Dr. Grossman Teaches Air Transport at NYU

**NEW YORK**—Dr. William L. Grossman, contributing editor of *AIR TRANSPORTATION*, will instruct a course in air transport operation and management at New York University's School of Commerce, Accounts, and Finance during the Fall semester. Author of the book, *Air Passenger Traffic*, Dr. Grossman is a well-known air transportation consultant and member of the New York bar. He has testified before the CAB and has conducted studies on air



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This PB postage meter can be "set" at the postoffice for as much postage as you want to buy. It prints the exact amount of postage needed for any parcel on special gummed tape, delivered wet or dry, as you please. You never run out of needed denominations... never have to hunt for the right stamp or combination of stamps. Just set levers

for the correct amount and press the bar.

The electric postage meter does the rest, printing a dated postmark at the same time which eliminates the need for post-office canceling, often helps your parcels catch earlier trains and planes.

With a meter, your postage inventory is reduced, tying up less cash. Your postage is safe from loss, damage or misuse...and is automatically accounted for on visible registers. The same meter will stamp and seal your letters, if you like.

THERE'S a Pitney-Bowes postage meter, hand or electric, for every business large or small. Ask the nearest PB office for a demonstration—or send the coupon for a free illustrated booklet.

FREE: Handy chart of postal rates with parcel post map and zone finder.



**PITNEY-BOWES**

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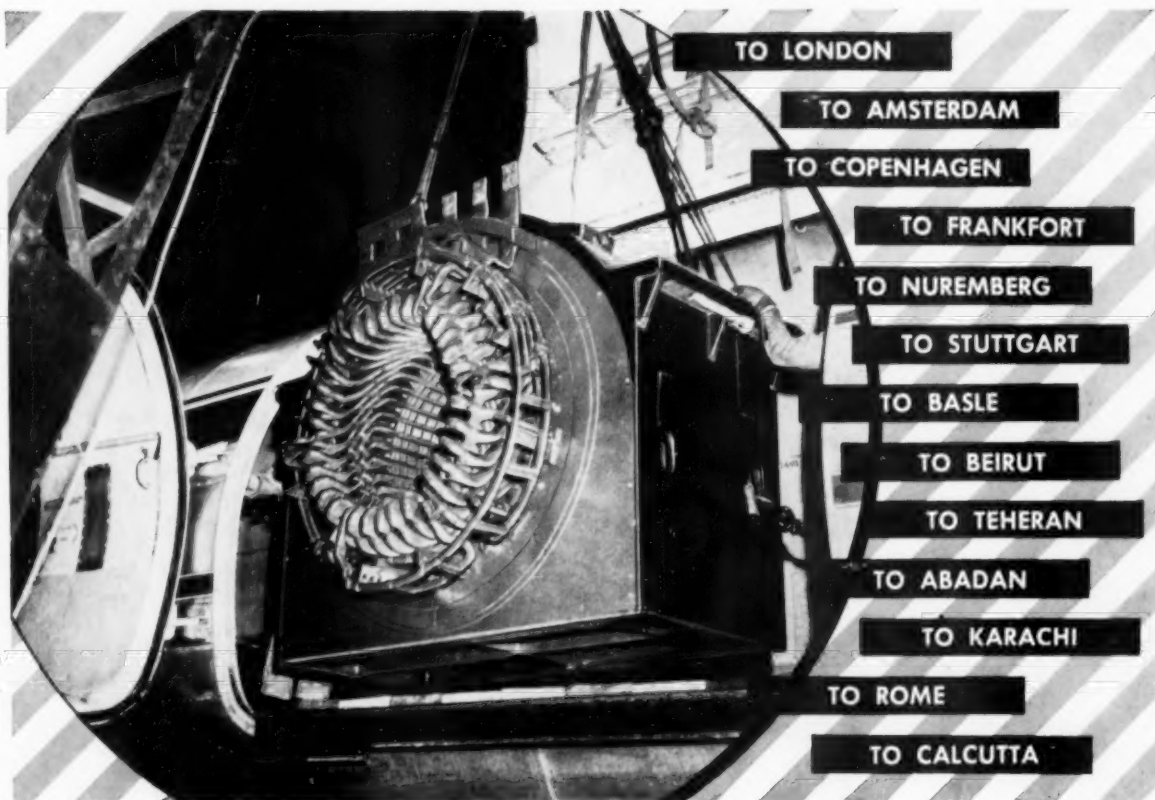
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